PART I – GENERAL

1. SHORT TITLE

1.1 For ease of references, these Guidelines may be referred to as the “Freight Car Safety Guidelines”.

2. SCOPE

2.1 These Guidelines prescribe the minimum safety standards for freight cars operated by railway companies subject to the jurisdiction of the MOTI pursuant to the Railway Act (BC).

3. DEFINITIONS

In these Guidelines,

3.1 “bad order” means a freight car that has been identified with a defect;

3.2 “bad order card” or “home shop card” means a railway company form that may be affixed to a freight car to indicate maintenance requirements and/or a defect identified during a safety inspection;

3.2.1 “BCSA” means British Columbia Safety Authority;

3.5 “break” or “broken” means a fracture resulting in complete separation into parts;

3.6 “captive service” means an operation where freight cars are assigned exclusively to transportation between specified points;

3.7 “certified car inspector” means a person who is trained, qualified and certified to perform safety inspections of freight cars in accordance with subsection 4.1 of these Guidelines;

3.8 “cracked” means fractured without complete separation into parts;

3.9 “defect” means any item that is defective on a freight car as indicated by “safety defect” of these Guidelines and Railway Freight and Passenger Train Brake Inspection and Safety Guidelines;

3.11 “freight car” means a car designed to carry freight on rail and includes a caboose and a service equipment car;
3.13.1 “MOTI” means the provincial Ministry of Transportation and Infrastructure;

3.14 “person in charge” means a person appointed by a railway company to ensure the safe conduct of an operation or of the work of employees;

3.15 “qualified person” means a person who because of his/her knowledge, training and experience is qualified to perform a pre-departure inspection in accordance with subsection 5.1 of these Guidelines;

3.16 “railway company” means a railway or railway company subject to the Railway Safety Act;

3.17 “railway safety inspector” means a MOTI inspector designated pursuant to section 4 (1) of the Railway Safety Act(BC);


4. **SAFETY INSPECTIONS**

4.1 Subject to sections 20 and 21, of these Guidelines, a railway company shall ensure the freight cars it places or continues in service are free from all safety defects and that such cars comply with Railway Safety Appliance Standards Regulations Guidelines or the latest edition of AAR Safety Standard S-2044 “Safety Appliance Requirements for Freight Cars” of the Manual of Standards and Recommended Practices.

4.2 Safety inspections shall be performed

(a) where trains are made up;
(b) on cars added to trains;
(c) where cars are interchanged.

Such inspections may occur before or after a car is placed in a train at that location.

4.6 A freight car identified with a safety defect may be moved to another location for repair, in accordance with company procedures, including placing a loaded car for unloading when authorized by a person in charge, who shall ensure that:
(a) the car is safe to move;
(b) a means to protect the car’s safe movement is implemented, including identifying for the employees involved the nature of the defect(s) and the movement restrictions, if any;
(c) an empty car shall not be loaded until repaired; and
(d) the appropriate records will be retained for a period of ninety (90) days.

4.7 A car may also be moved when authorized by a person in charge provided the conditions of item 4.6 (a), (b), (c), (d) are adhered to.

5. **PRE-DEPARTURE INSPECTION**

5.1 A pre-departure inspection of the train or the cars added shall be performed by a qualified person, as a minimum, for those conditions listed in Appendix 1 of these Guidelines.

5.2 Pre-departure inspections shall be performed on both sides of equipment.

5.5 All noted hazardous conditions shall be reported for correction in accordance with company procedures.

6. **CERTIFICATION AND QUALIFICATION OF EMPLOYEES**

6.2 A railway company shall ensure that its qualified persons are trained and qualified to perform pre-departure inspections of freight cars in compliance with these Guidelines.

7. **ADDITIONAL REQUIREMENTS FOR DANGEROUS GOODS CARS**

7.1 Additional inspections of cars carrying goods subject to the *Transportation of Dangerous Goods Act*, latest revision, are required as follows:

(a) tank cars destined for loading with a dangerous good or other cars destined for loading of explosives shall be given a safety inspection prior to being placed for loading;
(b) freight cars loaded with a dangerous good shall be given an inspection by employees of the receiving railway, at the point of loading, for those conditions listed in Appendix 1 of these Guidelines.

8. **CORRECTIVE ACTION REPORTING**

8.1 Every railway company shall respond in writing or by acceptable electronic means, within fourteen (14) days, to the BCSA on the corrective action taken to correct non-
compliance reported by a Railway Safety Inspector. The railway company’s response shall include the corrective action taken, the location, date and car number.

19. **FILING REQUIREMENTS**

19.1 A railway company shall file with the MOTI (e) captive service operations as outlined in subsection 21.2(b) of these Guidelines.

20. **EXCLUSIONS**

20.1 These Guidelines do not apply to the following:

(a) freight cars operated solely on a track inside an industrial or other non-railway installation;

(b) cars that are destined for:
   i. export to another country; or
   ii. use inside an industrial or other non-railway installation; provided that the railway ensures safe movement of the cars.

21. **EXCEPTIONS**

21.2 Subsection 4.2 of these Guidelines does not apply to freight cars used exclusively in captive service if a railway company:

(a) establishes appropriate safety inspection criteria and restrictions for freight cars used exclusively in captive service; and

(b) files railway schedules with the MOTI that specify the locations of captive service, the round trip mileage, the type of equipment operated, along with the applicable inspection criteria and any restrictions imposed on operation of such equipment.

**APPENDIX 1**

**PRE-DEPARTURE INSPECTION**

Freight cars shall, as a minimum, be inspected for these hazardous conditions:

1. car body related hazards:

   (a) car body leaning or listing to the side;
   (b) car body sagging downward;
   (c) car body positioned improperly on the truck;
(d) object dragging below the car body;
(e) object extending from the side of the car body;
(f) door insecurely attached;
(g) broken or missing safety appliance; and
(h) lading leaking from a placarded dangerous goods car;

2. overheated wheel;
3. broken or cracked wheel;
4. hand brake that failed to release; and
5. any other apparent safety hazard likely to cause an accident or casualty before the car arrives at its destination.