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March 16, 2026

Mr. Michael Lindsay
President and CEO, Metrolinx
Via email: CEO@metrolinx.com

Requirement for independent investigation of railway near-misses

Dear Mr. Lindsay:

As representatives of passengers, we are alarmed by the report of self-investigation of a potentially catastrophic near-miss on January 5, 2026, which appeared in the *Toronto Star* on March 13, 2026.

We require Metrolinx to immediately transfer responsibility for this investigation and all other near-miss incident investigations to the Transportation Safety Board of Canada.

We recognize that Metrolinx has made great strides in improving Canada's railway safety practices, including initiating CSA R-114, the *Canadian method for risk evaluation and assessment for railway systems* and requiring suppliers to appoint an Independent Safety Assessor, following global best practices. The same rigorous safety culture must also apply to the operating railway, with fully independent and transparent safety oversight and investigation that also generates detailed reports and finding that both current and future railway professionals can learn from, also in line with global best practices, to continuously improve safety for railway employees, passengers, and the general public.

Elsewhere in the world, that lesson has all too often been learned at horrific cost. That this train miraculously remained upright has gifted Metrolinx with an opportunity to apply that lesson without loss of life. It would be unacceptable for this opportunity to be missed.

Since 1995, the Transportation Safety Board has been recommending engineering controls to prevent railway signals being passed in error, technology that is normal worldwide and has existed in various forms since as early as 1872. While we recognize that Metrolinx is working toward a rollout of ETCS across its network in the coming years, the existence of a number of additional near-misses not previously publicly disclosed by Metrolinx, on top of those near-misses and incidents on federally regulated trackage investigated by the TSB, increases our estimation of the cumulative risk involved in any delay to this project.

Please also therefore share with us your risk assessment for the currently expected timeline for the rollout of ETCS, together with any additional technical and operational measures that Metrolinx is or will now be taking to control this risk to the lowest reasonably practicable level in the intervening months.

Yours truly,

Terry Johnson

Terence Johnson MRailEI
President, Transport Action Canada

Peter Miasek

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President, Transport Action Ontario

CC: Prabmeet Sarkaria, Ontario Minister of Transportation
The Hon. Steven MacKinnon, Minister of Transport
Stephen Scott, DG Rail Safety, Transport Canada
Steven Hobbs, Chief of Staff, Metrolinx