

The *Railway Costing Regulations* are essentially the same as those regulations found in Order R-6313. Certain substantive changes have, of course, been made to reflect the Committee's Decision of August 17, 1979. In view of the relationship between the *Railway Costing Regulations* and Order R-6313, the "Reasons for Order No. R-6313 Concerning Cost Regulations" remain valid except as modified by the Decision of August 17, 1979 in respect of cost submissions for the years 1979 and following. Moreover, R-6313 in its entirety (including the Reasons) remains applicable for cost submissions filed with the Committee for the years prior to 1979.

Finally, all persons making use of the present Office Consolidation of the Railway Costing Regulations are advised that it has received the sanction of the Railway Transport Committee of the Canadian Transport Commission, but that the Consolidation has no official sanction from any other branch of the Government of Canada.

REGULATIONS RESPECTING COSTS FOR THE PURPOSES OF SECTIONS 252  
TO 261, 264, 272, 276, 277, 278, 329 AND 330 OF THE RAILWAY ACT, C.T.C. 1980-3  
RAIL, SOR/80-310 1 May, 1980 as amended by C.T.C. 1980-12, SOR/80-940 10  
December 1980.

*Short Title*

1. These Regulations may be cited as the *Railway Costing Regulations*.

*Interpretation*

2. In these Regulations,

"Act" means the *Railway Act*; (*Loi*)

"branch line" means a line of railway in Canada of a railway company that is subject to the jurisdiction of Parliament that, relative to a main line within the company's railway system in Canada of which it forms a part, is a subsidiary, secondary, local or feeder line of railway, and includes a part of any subsidiary, secondary, local or feeder line of railway; (*embranchement*)

"Committee" means the Railway Transport Committee of the Canadian Transport Commission; (*Comité*)

"costs" means

(a) in relation to a branch line, for the purpose of calculating actual loss, the costs that after allowing a reasonable period of time for adjustment to the new condition, would have been avoided or would be avoided by a company if, in any financial year, it did not maintain and operate the branch line and did not incur the variable cost of carrying the traffic originating or terminating on the line irrespective of when or in what manner or by whom such costs were incurred, and

(b) in relation to a passenger-train service, for the purpose of calculating actual loss, the costs that after allowing a reasonable period of time for adjustment to the new