



CANADA'S RAILWAYS

Railway Emergency Response Plan Template, ICS and TDG Regulations

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Background – this begins the training/information package. The background discusses WHY, are we doing this and WHAT we are looking to accomplish. We must note that this is not mandatory but TC has expectations that S/L's will participate in whole or in part of this Plan Template. This is all FREE of charge.

Plan Template – this is where we cover all the MAIN POINTS of the generic ER plan template

ICS – we will explain what this is. Level 100 will be the first step for S/L managers.

MOU on ER – give a copy of the MOU and explain what it is and how it works. Again; TC has encouraged this and railways have agreed. The main point of the MOU is for an extremely complicated incident that is beyond the S/L scope and capability.

Next Steps – how to proceed. Fill out the plan, communicate to all employees, share with CANUTEC, complete ICS100.

TDG Regs – coming amendments Part 1, Canadian Update, Part 7, Part 8, CGSB 43.147 (TP14877)

Background

- Lac Megantic Train Derailment
- Emergency Response Taskforce
- Recommendation 30
- Transport Canada Study - Short line railway preparedness and input letter from TC

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LM Derailment – this is largest railway incident in Canadian history as far as loss of life and property.

ERTF – as a result of LM. Organized by TC (we can supply copies of the Final Report w/recommendations). Designed to improve ER to FL incidents on Rail.

Recommendation 30 from the ERTF.

TC concerns – they produced a study of SL preparedness and asked RAC to assist with bringing the SL's up to date on ERP.

Lac Megantic Derailment

- July 6, 2013
- Resultant investigations, orders, rules, directions



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Emergency Response Task Force

- 2014-2016
- 70+ meetings
- 40 Recommendations



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Started by TDG Directorate in 2014 and met in Ottawa and Gatineau over the next three years.

Composed of TC staff, railways, shippers, tank car manufacturers, associations from Ethanol, Fertilizer, propane, oil and fuels, fire fighters, police, communities and municipalities.

A vast majority of the meetings were held in person.

The Final Draft was issued in July of 2016.

ERTF Recommendation 30

- **Recommendation 30:** Require rail carriers to share emergency response and preparedness information pertaining to potential dangerous goods incidents with emergency planners, first responders, CANUTEC and other agencies, to increase cooperation and coordination at dangerous goods incidents.

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This goes hand-in-hand with the next bullet indicating TC's concern over SL ER readiness and planning.

TC Study and Letter to RAC

- October 2017 – TC and RAC meeting regarding ERPs.
- An agreement was reached, with expectations and timelines.



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TC requested a meeting with RAC in Ottawa where we sat down and discussed their concerns about SL ability to respond to FL incidents on rail.
We prefer not to focus solely on FL, but all DG's.
TC produced a small study with a letter of recommendations.

This was the beginning of the whole process.

ER Plan Template

- #1 Purpose and Scope with Glossary of Terms
- #2 Plan Implementation Process
- #3 Incident Management (Roles and Responsibilities)
- #4 Potential Incident Analysis (PIA)
- #5 Initial Assessment
- #6 Response Actions
- #7 Internal and External Resources
- #8 Plan Administration



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Purpose and Scope – The chapter is the initial outline of the scope of the SL that is filling out the Plan Template. This also includes a Glossary of Terms

Plan Implementation Process – this discusses how and when the Plan should be activated, also including Incident Classification. This is decided by the local SL

Incident Management – flow chart on response, company roles and responsibilities (titles preferred, not names)

PIA – How a release could occur and the possible consequences of the release

Initial Assessment – specific nature of emergency, modifying conditions (weather, geography), threats (life, env, property), corrective strategies, evaluate.

Response Actions – action options listed by DG class

Internal/External Resources – what are my available resources??

Plan Administration – Who is responsible for governance? How often is it reviewed/updated?

ER Plan Template

- Tables
- Appendices



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Tables – a list of the various tables that the SL wishes to add, the template has added some – Glossary, Acronyms, Roles, Response Actions,

Appendices – Contacts, Notifications, DIST/DECIDE, ICS forms, Third Party Agreements (eg TEAPIII)

Incident Command System

The Incident Command System is a standardized on site management system designed to:

- Enable safe, effective, efficient incident management by integrating a combination of
- facilities, equipment, personnel, procedures, and communications
- operating within a common organizational structure.

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Where did ICS come from??

Pre-1970s

Every fire department had its own methods of incident management.
Organization often depended on the style of the chief on duty.
Such an approach did not work well with other units or mutual aid companies.

1970s

FIRESCOPE

Developed first standard ICS
Fire-ground command system (FGC)
Initially developed for day-to-day department incidents

1980s

FIRESCOPE ICS adopted by all federal (USA) and most state wildland firefighting agencies
Several federal regulations and consensus standards adopted

Present

ICS is best of ICS and FGC. **In Canada, ICS Canada is recognized but not all provinces follow it or have their own version of it.**

The ICS framework forms the basis for interoperability and compatibility that will, in turn, enable a diverse set of public and private organizations to conduct well-

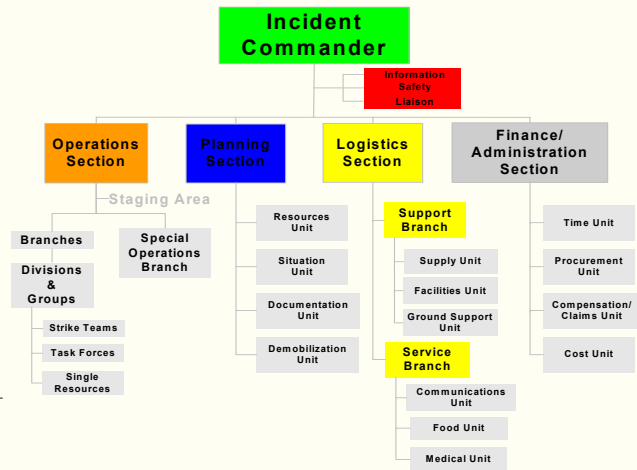
integrated and
effective incident response operations.

As a system, ICS is extremely useful; not only does it provide an organizational structure for incident management, but it also guides the process for planning, building, and adapting that structure.

Incident Command System

ICS has three primary purposes:

- to provide for the orderly and predictable division of labour
- to provide for the overall **safety** at the incident or event
- to ensure that the work at the incident or event is performed efficiently and effectively



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The system has considerable internal flexibility; it can grow or shrink to meet the changing needs of the incident or event. ICS has been tested in more than 30 years of applications, in emergency and non emergency situations ranging from small to large incidents, by all levels of government as well as the private sector.

Incident Command Characteristics

- Recognized jurisdictional authority
- Applicable to all risk and hazard situations
- Applicable to day-to-day operations
- Unity of command
- Span of control
- Modular organization
- Common terms
- Integrated communications
- Consolidated incident action plans
- Designated incident facilities
- Resource management

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ICS presents standardized organizational structure, functions, processes, and terminology. Standardized processes allow all who respond to the same incident to formulate a unified plan to manage the incident. The use of standardized ICS plain language terminology reduces the risk of miscommunication among the many responders.

Incident Command: Training

- ICS 100 (available online)
- ICS 300 (future development)
- Plan testing
- Exercises



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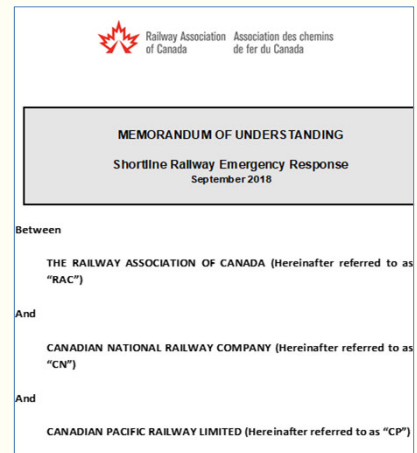
ICS 100 will be available online (Thanks to support from our Class I partners) for all staff

Development of ICS 300 level training for “key staff” who may be responsible for working in a Unified Command system

Exercise / training development to test the plan

MOU on Emergency Response

- Agreement between RAC, CP, CN (September 2018)
- Mutual aid for major incidents
- Equipment, resources and personnel



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CP and CN agree to assist a shortline with a major DG incident that they cannot manage. The Class 1's will assist if they are able. They will supply resources, equipment, personnel and contractors. The SL will compensate for all costs.

Next Steps

- Complete the Template
- Communicate to Employees
- Share with Stakeholders (Municipalities, TC, Shippers)
- Complete ICS-100 level

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Complete Template – customize for the SL, add GIS map, charts, appendices

Communicate – share information with those who need to know

Share – good idea to give to local ER folks, TC/Canutec (they would like this)

ICS – complete course on RAC Website (member section)

TDG Update

- Part 7 (Emergency Response Assistance Plan) Proposed in CGI
- Part 8 (Reporting Requirements)

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Part 7 (Emergency Response Assistance Plan)

Updates on Regulations Amending the TDG Regulations – Nov. 2018

- Additional requirements to the shipping document;
- Requirement to provide technical or emergency response advice within 10 minutes of a request;
- Tiered response levels;
- 6-month transition period;
- New ERAP website part of Canada.ca
- ERAP Guides
- Next Steps

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Proposed in CGI

This is from the TC Emergency Response Task Force. Instructor Note: ERAP means ASSISTANCE. This is to bolster the carriers efforts.

- **Adding the name** of the person whose ERAP was approved...No value, costly and administratively burdensome additional cost to industry & adds no value to safety
- **10 minutes** time limit may be too prescriptive, engaged in other activities, challenging in remote locations... under what circumstances it will be enforced."
- **Tiered levels...tier 1** must provide technical or E.R. advice and remotely monitor the response / **tier 2** must send ERAP emergency response resources...**ERTF proposed 3 tier**
- **Six month transition period**...too short, Industry recommend 12 months...industry required to review and change their current ERAPs / training needed to familiarize all parties
- **ERAP Website**... Aimed at public and ERAP applicants, Organized in multiple sections that break down the steps to apply for approval of an ERAP
- **ERAP Guides**... Intended for persons who may need an ERAP - **3 guides:**

Determining if you need one / Applying for approval / Having an approved ERAP

- **Next step**...CG II publication in early 2019, Guides and website to be available upon publication

Part 8 – Reporting Requirements

- The Release or Anticipated release of dangerous goods that are being offered for transport, handled or transported.
- **Release** = any unplanned or accidental discharge, emission, explosion, outgassing or other escape of dangerous goods
- **Anticipated release** = DGs must be transferred to another container to prevent an accidental release.

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Types of reports required by TC

- Emergency Report (Section 8.2 of the TDG Regs.)
- Release or Anticipated Release Report (Section 8.4 of the TDG Regs.)
- 30-Day Follow-up Report (Section 8.6 of the TDG Regs.)

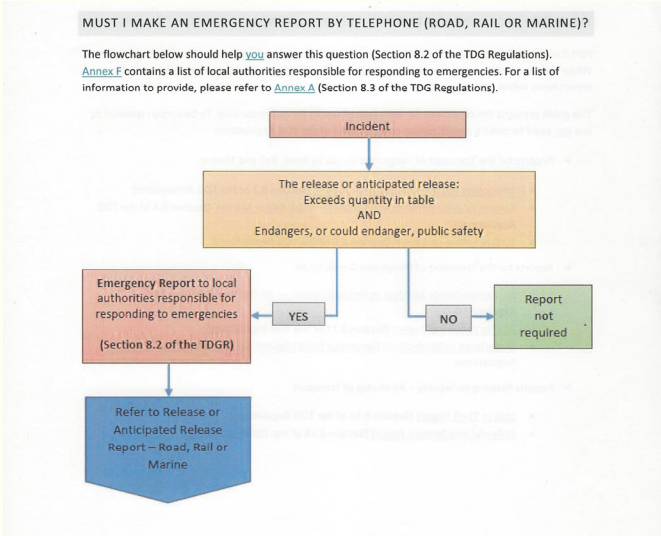
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- A person who has made an **emergency report** (Phone) to local authorities must, as soon as possible after making it, make a report to Canutec and the Consignor.
- A person must report a release or anticipated release of dangerous goods as soon as possible after a **release or anticipated release**, make an emergency report to any local authority when in excess of the quantity set out in the table:
- When the person has had to make a Release or Anticipated Release Report. TC has developed a generic report.

Instructor – have hard copies and electronic copies. Note: companies may use/develop their own report form.

Flow Chart



TC Guide on reporting available at : <http://www.tc.gc.ca/eng/tdg/publications-guide-1300.html>

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Emergency Report -Table

Class	Packing Group or Category	Quantity
1	II	Any quantity
2	Not applicable	Any quantity
3, 4, 5, 6.1 or 8	I or II	Any quantity
3, 4, 5, 6.1 or 8	III	30 L or 30 kg
6.2	A or B	Any quantity
7	Not applicable	A level of ionizing radiation greater than the level established in section 39 of the "Packaging and Transport of Nuclear Substances Regulations, 2015"
9	II or III, or without packing group	30 L or 30 kg

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Release or Anticipated release **must be reported if the dangerous goods are in excess of the quantity** set out in the following table:

TC Guidebook for incident reporting



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Print hardcopies.

Instructor note: Part 8 specifies a report is required for an “Anticipated Release”. There is no definition of this term in the Regs or Act. There is examples in the TC Guidebook but it is subjective at best. (Familiarize yourself with this guidebook and bring hard copies and supply electronically)

Questions and Moving Forward

- Fill out Template with Railway specifics.
- Note: not all sections of the plan have to be used, the Railway may choose to use certain parts only
- Complete ICS 100 Level (online, free, 1-2 hours max)
- Communicate plan to employees, municipal responders etc.
- Develop an exercise plan (annual, bi-annual...)
- Look at expanding your Plan to other areas of potential incident – such as non-DG, fires, accidents.

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