



Railway Association
of Canada

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Guidelines for Handling Exception Railway Cars Containing Dangerous Goods (Loads and Residues)

Effective: January 1, 2007



GENERAL

This document applies to all of the Railway Association of Canada member railways that transport dangerous goods.

These guidelines will be reviewed and amended as required.

Cars containing Dangerous Goods must be offered for transport and transported in accordance with the TDG Regulations. While the vast majority of cars are offered for transport and are transported in full compliance with the TDG Regulations, it is recognized that there are occasions where, in the course of their movement, cars are discovered as not being in full compliance. (exception railway car).

The purpose of this document is to provide guidelines for managing such exception railway car including, when appropriate, the filing of a proposal for a Temporary certificate Agreement with Transport Canada.

Due diligence must be exercised in each case; therefore each non-compliance situation must be properly managed and documented.

Safety is always the first priority.

A Temporary certificate Agreement shall be submitted through CANUTEC only when an exception railway car:

- is not considered safe for normal transportation and,
- must be moved because compliance cannot be remedied on site or in doing so, would provide a greater risk and,
- requires a movement restriction such as speed restrictions or special monitoring enroute.

The railway involved initiates the Temporary certificate Agreement that contains all significant information and special handling suggestions. Transport Canada will review the proposal and if satisfied, they will provide notification that they agree not to initiate action for prosecution of the transporter for that particular non-compliance issue in the interest of public safety.

These guidelines apply to:

- A. Cars detected as overloaded
- B. Cars with minor damage
- C. Cars with major damage
- D. Handling damaged cars during an Emergency Response



General Principles:

Shippers must not offer for transport a car containing dangerous goods that does not comply with the TDG Regulations without first contacting a railway person responsible for the application of the TDG Regulations. .

A connecting carrier must not offer for interchange a car containing dangerous goods that does not comply with the TDG Regulations without first contacting a railway person responsible for the application of the TDG Regulations. .

The shipping document must contain information about the defect.

A) Overloaded cars

Situation

A Loaded car is detected with 1% or more in excess of the allowable total weight on rail (weigh-in-motion scale) or 1,000 pounds in excess of the allowable total weight on rail (static scale).

Action

A person that is trained to perform railway mechanical inspections will inspect the car to ensure it is safe to travel to destination. Other alternatives will also be considered including returning the car to origin, forwarding the car to a closer destination or reducing the weight on site. The shipper will be informed and involved in the process. If there is a potential for a “shell full” situation an outage will be calculated. The outage will be verified to ensure it meets the regulatory requirements. If there is insufficient outage, the railway will arrange for safe removal of product.

Note: A report of incident must be made immediately to Transport Canada through CANUTEC as required by TDG Regulations Part 8.2.

Due diligence must be exercised in each case; therefore each non-compliance situation must be properly managed and documented.

Temporary certificate Agreements with Transport Canada is not required if the car is determined by a trained person to be capable of being moved safely.



B) Cars with minor damage

Situation:

Cars detected with minor damage that do not significantly impact the integrity of the means of containment nor the thermal protection and that can be moved safely to destination without special restrictions or monitoring requirements.

Action

A person that is trained to perform tank car damage assessment will inspect the car to ensure it is safe to travel to destination. The shipper/car owner will be informed and involved in the process for corrective measures.

Due diligence must be exercised in each case; therefore each non-compliance situation must be properly managed and documented.

A Temporary certificate Agreement with Transport Canada is not required.

C) Cars with major damage

Situations:

- a) Damaged Containment – a defect involving the tank, attachment pad that is welded to the tank, tank head or jacket that may affect the reliability of the thermal protection.
- b) Damaged Service Equipment such as Liquid, vapor or bottom outlet valves, gauge devices, pressure relief devices, hopper car gates/chutes, that may not have secondary containment such as a valve cap or plug.
- c) Any valve that has a temporary capping kit applied.
- d) Damage to the interior lining of a tank that carries corrosive materials.
- e) Miscellaneous – improper closures, tank inadequate for the product, internal pressure greater than permitted, inadequate pressure relief device.

Action

A person that is trained to perform tank car damage assessment will inspect the car to ensure it is safe to travel to destination, other alternatives will also be considered including returning the car to origin, forwarding the car to a closer destination or transferring the product on site or at an appropriate Location. The shipper will be informed and involved in the process. If required, the Emergency Response Assistance Plan will be activated.

If a Transport Canada TDG Inspector is available on site, the situation will be reviewed; otherwise CANUTEC (1-613-996-6666) will be contacted asking to be connected with the duty TDG Remedial Measures Specialist.

If the car is to be moved, a Temporary certificate agreement with Transport Canada is required. A verbal Temporary certificate may be requested from the Transport Canada



Remedial Measures Specialist depending on the severity of damage. Details of the verbal agreement must be documented and include the date, time and name of the person providing the verbal Temporary certificate.

Note: A report of incident must be made immediately to Transport Canada through CANUTEC as required by TDG Regulations Part 8.2.

D) Handling cars during an emergency response

Definition: An emergency situation is a situation where there is an immediate or imminent threat to public safety.

Situations:

Cars involved in an incident that must be Lifted, re-railed or move to a safe Location pending disposition

Action

A person that is trained to perform tank car damage assessment will inspect the car to ensure it is safe to be Lifted, re-railed or move to a safe Location within a yard or to the closest siding if on the main Line. The shipper will be informed and involved in the process. If required, the Emergency Response Assistance Plan will be activated.

A Temporary certificate Agreement from Transport Canada is not required during the emergency response process.

Note: A report of incident must be made immediately to Transport Canada through CANUTEC as required by TDG Regulations Part 8.2.

To clarify a Temporary certificate Agreement requirement, consult with a Transport Canada TDG Inspector/Remedial Measures Specialist.

THE TEMPORARY CERTIFICATE PROPOSAL FORM

Appendix A contains an example of a form that can be filled out by a railway in order to propose a Temporary certificate agreement with Transport Canada.
Proposals should be sent to: CANUTEC@TC.GC.CA or FAX 613-954-5101



Temporary certificate Request Form

DATE:
TO: CANUTEC@TC.GC.CA
FROM:

Time:
CC:

SUBJECT: PROPOSED "TEMPORARY CERTIFICATE" FOR HANDLING OF TDG NON-COMPLIANCE ISSUES

FAX: CANUTEC # 1-613-954-5101

Car Initials & Number: _____ Car Spec.: _____

Built Date: _____

L/R: _____

If loaded, indicate the quantity:
_____ **KG/L**

Origin: _____

Shipper: _____

Original destination: _____

Alternate destination:

Carrier: _____

Routing: _____

Estimated distance to destination:

Miles: _____ KM: _____

Present location: _____

Shipping name: _____

Class: _____ Sub Class: _____

UN: _____ "PG": _____

Nature of Non - compliance: Indicate an X in the following boxes below

Move Car

Depressurize

Off Loading

Clean

Repair

Overload

Other (Specify):

Car leaking (Y/N):

Location of Leak:

Levels detected:

Dome: _____

LEL / PPM

Ground: _____

LEL / PPM



If damaged: Indicate an X in the following boxes below

- Dome
- Attachments
- Other
- Details
- Tank
- Running gear
- Jacket

Temporary repairs (Y/N): _____

Details of repairs: _____

Suggested restrictions: _____

Name and title of person proposing the Temporary Certificate:

Contact Number: _____ Fax Number: _____

Additional Information _____

****** AGREED BY TDG UNDER THE FOLLOWING CONDITIONS ******

Conditions:

Temporary Certificate Issued (Date and Time): _____

CANUTEC CONTACT NAME: _____

TDG CONTACT NAME: _____

OPERATIONS CENTRE CONTACT: _____

End of request.