



City of Richmond

Report to Committee

To: Community Safety Committee

Date: May 12, 2014

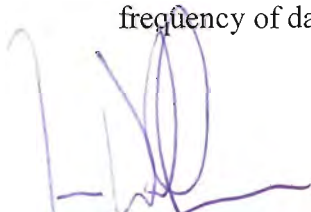
From: John McGowan
Fire Chief

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Re: Transportation of Dangerous Goods by Railway

Staff Recommendation

1. That a letter be sent to the Federal Minister of Transport requesting *Protective Direction 32* be amended to require rail companies to report the nature, exact volume and frequency of dangerous goods transported through municipalities, so that an assessment of the risk to the municipality can be made.
2. That a Council Resolution be submitted to the Federation of Canadian Municipalities, requesting that the federal government issues an amendment to *Protective Direction 32* requiring rail companies to provide to municipalities the nature, exact volume and frequency of dangerous goods transported.



John McGowan
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REPORT CONCURRENCE	
(CONCURRENCE OF GENERAL MANAGER 	
REVIEWED BY STAFF REPORT / AGENDA REVIEW SUBCOMMITTEE	INITIALS: 
APPROVED BY CAO/Deputy 	

Staff Report

Origin

On November 20, 2013, the Minister of Transport issued Protective Directions under Section 32 of the *Transportation of Dangerous Goods Act* (1992), directing rail companies to share yearly aggregate information on the nature and amount of dangerous goods the company transports by railway vehicle through the municipality, presented by quarter. This report responds to information received from Canadian National Railway Company (CN) and Canadian Pacific (CP).

This supports Council Term Goal 1:

To ensure Richmond remains a safe and desirable community to live, work and play in, through the delivery of effective public safety services that are targeted to the City's specific needs and priorities

Analysis

Protective Direction 32 is important, as the City needs to plan for potential hazardous materials incidents that may impact the City. CN and CP have both sent information regarding the type and quantity (Railcar or Intermodal) of hazardous materials being transported by quarter and year, but not the actual quantity or the timing of hazardous products moving through the City. City staff recognizes that the information is security sensitive and staff are bound by a confidentiality agreement from sharing the information for any other purpose but emergency planning.

However, the information required by Protective Direction 32 provides insufficient detail for comprehensive emergency planning purposes or emergency response training. The railway companies have fulfilled their reporting requirements under Protective Direction 32, however, from an emergency planning perspective, aggregate information does not indicate whether a train has 130,000 litres of a hazardous material product or half a litre.

Current Situation

Rail car movement within the City is limited to low speeds, which decreases the risk of derailment and of rupture in the event of a derailment. In the event of a loss of product, rail companies are directed through legislation to have a trained emergency response team available for deployment.

Richmond Fire-Rescue is the default responder on all hazardous materials incidents in the City. RFR is trained and equipped to respond to and mitigate minor and moderate spill events. In major and disaster events, RFR would be the lead agency, coordinating resources from outside agencies as required. Richmond Fire-Rescue has a Hazardous Materials Team trained to the National Fire Protection Association (NFPA 472) Technician level and the entire department is trained to the Operations level.

Hazmat Operations training focuses on techniques used to protect people, ecosystems or property from a hazardous material emergency. Hazmat Technician training focuses on mitigating the source of a hazardous material emergency. Training is in-depth and addresses the key response functions of rescue, identification of spilled materials, containment and mitigation. Hazmat Technicians are not tasked with site cleanup.

Technicians train with rail industry experts from TRANSCAER (Transportation Community Awareness and Emergency Response), a voluntary national outreach focused on assisting communities prepare for and respond to a possible hazardous material transportation incident. TRANSCAER members are volunteer representatives from the chemical manufacturing, transportation, distributor and emergency response industries, and government.

Financial Impact

None.

Conclusion

Protective Direction 32 provides local authorities with base information for emergency planning purposes but does not provide enough detail to formulate a comprehensive emergency plan for mitigation of potential incidents. A greater level of detailed information would assist in emergency planning and emergency response training. This would also enable a better assessment of the risk to the City of the transportation of dangerous goods by railway.



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DP:dp