



# City of Richmond

## Report to Committee

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**To:** Community Safety Committee **Date:** January 23, 2014  
**From:** Phyllis L. Carlyle **File:** 09-5125-00/Vol 01  
General Manager, Law & Community Safety  
**Re:** Transportation of Dangerous Goods By Railway

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### Staff Recommendation

That the staff report titled "Transportation of Dangerous Goods By Railway" dated January 23, 2014 from the General Manager, Law and Community Safety be received for information.

Phyllis L. Carlyle  
General Manager  
(604-276-4104)

Att. 1

REPORT CONCURRENCE	
REVIEWED BY STAFF REPORT / AGENDA REVIEW SUBCOMMITTEE	INITIALS: 
APPROVED BY CAO 	

## Staff Report

### Origin

This report responds to the announcement by the Federal Government (Attachment 1) of changes to address rail safety in November 2013.

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 No. 32

On November 20, 2013, the Honourable Lisa Raitt, Minister of Transport, issued Protective Directions under Section 32 of the *Transportation of Dangerous Goods Act* (1992), directing rail companies to share information with municipalities:

- 1) *"Any Canadian Class 1 railway company that transports dangerous goods must provide the designated Emergency Planning Official of each municipality through which dangerous goods are transported by rail, with yearly aggregate information on the nature and volume of dangerous goods the company transports by railway vehicle through the municipality, presented by quarter;*
- 2) *Any person who transports dangerous goods by railway vehicle, who is not a Canadian Class 1 railway company, must provide the designated Emergency Planning Official of each municipality through which dangerous goods are transported by railway vehicle with:*
  - a) *Yearly aggregate information on the nature and volume of dangerous goods the person transports by railway vehicle through the municipality; and*
  - b) *Any significant change to the information provided in (a) as soon as practicable after the change occurs."*

The City has not received such information in the past. This Protective Direction serves to open lines of communication between railway companies and municipalities and provide an opportunity for information sharing by the railway companies on the transportation of dangerous goods through communities. This information, while aggregate in nature and after the fact, will be useful for emergency planning purposes and emergency response training by emergency responder stakeholders.

The Manager, Emergency Programs is the appropriate official to receive such information for the City of Richmond. The first reports are anticipated in April 2014, and staff will have an opportunity to analyze the information and assess the risk to the community of dangerous goods moving through the City by railway.

### Transportation Safety Board Recommendations

On January 23, 2014, the Transportation Safety Board of Canada and the U.S. National Transportation Safety Board issued recommendations to improve the transportation of crude oil by rail, including a recommendation from the Transportation Safety Board of Canada that:

*The Department of Transport and the Pipeline and Hazardous Materials Safety Administration require that all Class 111 tank cars used to transport flammable liquids meet enhanced protection standards that significantly reduce the risk of product loss when these cars are involved in accidents.*

There is also a recommendation for strategic route planning and analysis to ensure safer train operations for railway companies, through the selection of the safest routes for the transportation of dangerous goods; and a recommendation for railway companies to develop emergency response assistance plans for routes that carry large volumes of liquid hydrocarbons, to ensure first responders have access to the required resources and assistance in the event of an accident.

### Current Situation

The initiative addressed above is important as currently the City has no formal information regarding the type, quantity or timing of hazardous products moving through the City by rail. A map showing railway lines and crossings in Richmond is provided in Attachment 2.

The chemical companies within the City do regularly partner with Richmond Fire-Rescue (RFR) for training purposes and during that training some awareness of the product is realized. RFR is aware of two industrial companies who combined have four rail cars within their premises at any one time. The normal products that RFR is aware of are limited to acids and bases which are hazardous and detrimental to the environment if spilled.

Rail car movement within the City is limited to low speeds which decreases the risk of derailment and catastrophic rupture in the event of 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.

The City's default responder on all hazardous materials events is Richmond Fire-Rescue. 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.

### Response Capability

Richmond Fire-Rescue is identified within the City of Richmond's Dangerous Goods Spill Response Plan as the "Key" response entity in reference to spills occurring within the City. Spills are classified into four categories being minor, moderate major and disaster. The ramification of spills can range from a limited clean up, in the case of minor or moderate spills to a regional response employing the resources of many local responding agencies. The Dangerous Goods Spill Plan does identify a rail disaster as a risk especially where it involves a spill into the

harbours. Richmond Fire-Rescue has responded to rail accidents in the past, however, none that involve a loss of product that required a significant emergency response.

Richmond Fire-Rescue has a Hazardous Materials Team that has been trained to the National Fire Protection Association (NFPA 472) Technician Level which is supported by the entire department trained to Operations Level.

HAZMAT Operations training focuses on techniques used to protect people, ecosystems or property from a hazardous material emergency. Those receiving this level of training are often the first to arrive at the scene after hazardous materials have been identified.

HAZMAT Technician training focuses on mitigating the source of hazardous material emergencies. Training is in-depth and addresses the most likely hazardous materials emergencies to occur in a given situation. A person certified at the technician level is responsible for rescue, identification of spilled materials, containment and mitigation. Richmond Fire-Rescue Haz Mat Technicians are not tasked with site cleanup.

A component of Richmond Fire-Rescue response readiness training is that technicians are provided with the opportunity to train with rail industry experts from TRANSCAER. TRANSCAER® (Transportation Community Awareness and Emergency Response) is a voluntary national outreach effort that focuses on assisting communities prepare for as well as to respond to a possible hazardous material transportation incident. TRANSCAER® members consist of volunteer representatives from the chemical manufacturing, transportation, distributor, and emergency response industries, as well as government.

**Financial Impact**

None.

**Conclusion**

The first reports on the transportation of dangerous goods through the City of Richmond from the railway companies will be received in April. Once received, staff will complete an analysis of this information and be able to report on the risk to the community on the transportation of dangerous goods by railway.



Deborah Procter  
Manager, Emergency Programs  
(604-244-1211)



John McGowan  
Fire Chief  
(604-303-2734)

DP:dp

Att. 2

## Transport Canada

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### Protective Direction No. 32

I, Marie-France Dagenais, Director General of the Transport Dangerous Goods Directorate, being a person designated by the Minister of Transport to issue Protective Directions under section 32 of the *Transportation of Dangerous Goods Act*, 1992, and considering it necessary to deal with an emergency that involves a danger to public safety, do hereby direct that

1. Any Canadian Class 1 railway company that transports dangerous goods must provide the designated Emergency Planning Official of each municipality through which dangerous goods are transported by rail, with yearly aggregate information on the nature and volume of dangerous goods the company transports by railway vehicle through the municipality, presented by quarter;
2. Any person who transports dangerous goods by railway vehicle, who is not a Canadian Class 1 railway company, must provide the designated Emergency Planning Official of each municipality through which dangerous goods are transported by railway vehicle with:
  - a) yearly aggregate information on the nature and volume of dangerous goods the person transports by railway vehicle through the municipality; and
  - b) any significant change to the information provided in (a) as soon as practicable after the change occurs;
3. A Canadian Class 1 railway company that transports dangerous goods and a person who transports dangerous goods by railway vehicle are not required to provide an Emergency Planning Official(s) with the information in items 1 or 2 of this Protective Direction if:
  - (a) the Emergency Planning Official is not listed on the list of Emergency Planning Officials maintained by Transport Canada, through CANUTEC, that is provided to the railway company or the person;
  - (b) the Emergency Planning Official or the Chief Administrative Officer of a municipality, by request made in writing to CANUTEC, informs CANUTEC that it no longer wants to be provided with the information; or
  - (c) the Emergency Planning Official has not undertaken or agreed to:
    - (i) use the information only for emergency planning or response;
    - (ii) disclose the information only to those persons who need to know for the purposes referred to in (i); and
    - (iii) keep the information confidential and ensure any person to whom the Emergency Planning Official(s) has disclosed the information keeps it confidential, to the maximum extent permitted by law.
4. A Canadian Class 1 railway company who transports dangerous goods and a person who transports dangerous goods by railway vehicle must provide in writing to Transport Canada, through CANUTEC, contact information including the name, title, address, e-mail address, fax number, telephone number and cell phone number, of the person(s) who will be liaising with a municipality's Emergency Planning Official, and must immediately notify CANUTEC in writing of any changes to the contact information;
5. A Canadian Class 1 railway company who transports dangerous goods and a person who transports dangerous goods by railway vehicle must provide any information shared under items 1 and 2 to Transport Canada, through CANUTEC,
6. A Chief Administrative Officer of a municipality may request Transport Canada, through CANUTEC, that the name of its designated Emergency Planning Official be added to the list of Emergency Planning Officials referred to in item 3(a) by providing the following information: the name, title,

organization, address, e-mail address fax number, telephone number and cell phone number of the Emergency Planning Official that he or she designated. This contact information will be shared with any Canadian Class 1 railway company who transports dangerous goods and any person who transports dangerous goods by railway vehicle.

For the purposes of this Protective Direction, information to be provided to CANUTEC is to be provided to the following address:

Canadian Transport Emergency Centre (CANUTEC)  
Place de Ville, Tower C  
330 Sparks Street, 14th Floor,  
Ottawa, Ontario, K1A 0N5  
Attention: Mr. Angelo Boccanfuso, Director of CANUTEC  
Or by email to CANUTEC@tc.qc.ca

This Protective Direction No. 32 takes effect immediately upon signing. It remains in effect for three years from the date of signing or until cancelled in writing by the Director General of the Transport Dangerous Goods Directorate, Transport Canada.

SIGNED AT OTTAWA, ONTARIO, this 20th day of November 2013.

Marie-France Dagenais  
Director General, Transport Dangerous Goods Directorate

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## Explanatory note

*For the purposes of this Protective Direction*

*"Chief Administrative Officer" means the person holding the most senior staff position within a municipal organisational structure or band council, whether that office bears that title or an equivalent one.*

*"Emergency Planning Official" means the person who coordinates emergency response planning for a municipality, who may also be a First Responder for that community*

*"municipality" means a corporate body constituted under the applicable provincial or territorial legislation, in each province or territory, relating to the creation of municipal administrations, be they designated as cities, towns, villages, counties or by other names and includes aboriginal communities with their own First Responders. In cases where a territory is governed by two tiers of municipal administrations, the expression refers to the tier which has the primary responsibility for emergency planning, meaning either to the lower tier or the upper tier administrations but not both. The decision as to which tier is to receive the information provided under this Direction is to be made locally and the name of the appropriate designate is to be communicated in accordance with this Direction.*

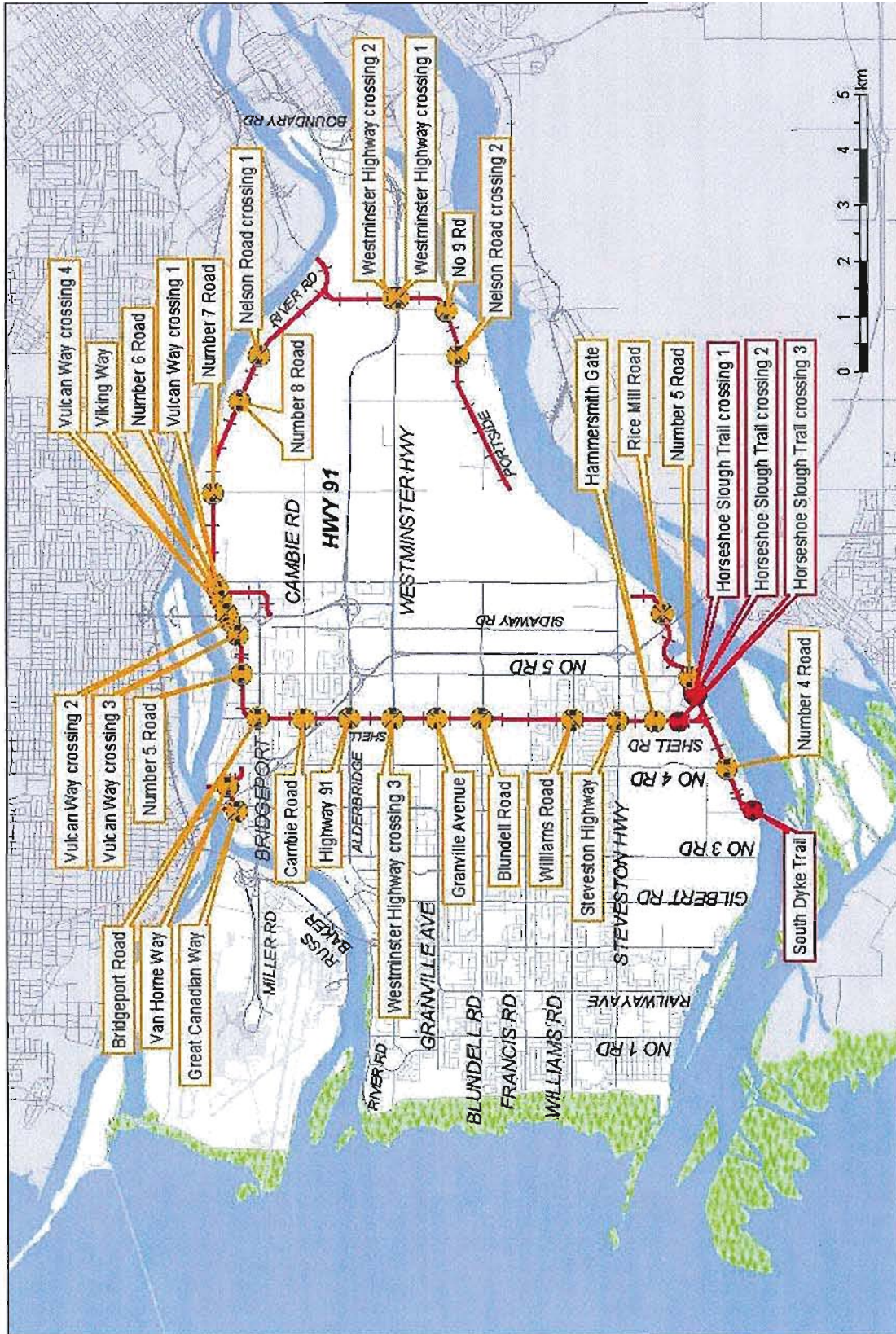
*"nature" means class, UN number and name of the dangerous good.*

*"volume" means the number of car loads of a dangerous good.*

*The parties will agree between themselves prior to the exchange of information on the standard provisions governing the extent to which the information received under items 1 or 2 may be disseminated.*

Date modified: 2013-11-20





Map of Railway Lines and Crossings