Be Prepared

Transportation Emergencies Involving Dangerous Goods

Emergency Measures Organization
Revised 2012
STANDARD OPERATING PROCEDURES FOR TRANSPORTATION EMERGENCIES INVOLVING DANGEROUS GOODS

The Standing Operating Procedure enclosed herewith is issued by the Ad Hoc Interdepartmental Committee on Dangerous Goods in accordance with the Emergency Measures Act Article 7(a).

Although this procedure is intended for areas under provincial jurisdiction, municipalities are urged to adopt SOP 7 as a basis for their own procedures. Interoperability and common communications is key to safe and efficient operations during a hazardous material emergency.

This Standard Operating Procedure supersedes the Procedure issued in October 2007

Director
New Brunswick Emergency Measures Organization
Distribution List

Department of Public Safety
    Emergency Measures Organization
    NB911
    Office of the Fire Marshal
    Policing Services

Department of Environment and Local Government
    Environmental Inspectors
    Local Services Managers
    LSD Fire Departments

Department of Transportation and Infrastructure
    Maintenance and Traffic
    District Highway Engineers

Department of Health
    Chief Medical Officer
    Regional Medical Health Officers
    Health Emergency Management Services
    Public Health Inspectors

Royal Canadian Mounted Police
    Detachments and Head Office

Ambulance New Brunswick

Municipal Offices
    Municipal Police Forces
    Municipal Fire Departments

WorkSafe NB
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1. AIM

The aim of this document is to define the relative responsibilities of agencies responding to transportation emergencies involving dangerous goods.

Dangerous Goods are substances which are potentially dangerous to humans, animals, property and the environment when released.

2. LEGISLATION

This document is intended to clarify the relative responsibilities of various agencies responding to an emergency under any one of, or combination of, the following acts:

- The Transportation of Dangerous Goods Act (Federal and Provincial)
- The Criminal Code (Federal)
- The Motor Vehicle Act (Provincial)
- The Police Act (Provincial)
- The Fire Prevention Act (Provincial)
- The Clean Environment Act (Provincial)
- The Coroner’s Act (Provincial)
- The Municipalities Act (Provincial)
- The Health Act (Provincial)
- The Emergency Measures Act (Provincial)

Where there may be a conflict between this document and any of the aforementioned acts, the appropriate act will take precedence.

3. NOTIFICATION

New Brunswick Emergency Measures Organization (NBEMO) staffs a duty officer on-call, 24 hours a day, 7 days a week (1-800-561-4034 Annex B). NBEMO will obtain and coordinate assistance from the provincial government, federal government and inform the private sector as required. All accidents involving dangerous goods, where the public and/or the environment have been adversely affected (fatalities, many injuries, evacuation, etc.) or their safety is threatened, should be reported immediately to NBEMO.

3.1. Notification of First Responders and Carrier/Owner/Operator

When a transportation of dangerous goods emergency occurs involving any means of transportation within the Province of New Brunswick:

- Where there is a release of a hazardous material;
- And the material released may pose a threat, contamination or hazard to humans, animals, property and/or the environment
The **vehicle Carrier/Owner/Operators** are, required by law to:

- Immediately notify 911 to inform them of a hazardous material release and provide all pertinent information asked by the Public Safety Answering Point (PSAP) Operator. The PSAP operator will dispatch the appropriate first responders to the emergency according to their procedures for responding to a hazardous material spill emergency.
- Contact Environment Canada Coast Guard, and Fisheries and Oceans using the 24hr telephone number (Annex B) requesting that an Environmental Inspector be notified of the emergency. (Notification does not mean that an Inspector will attend the scene)
- If not already notified, contact the transportation company responsible for the material to initiate their company’s emergency response plan.
- Should the operator of the vehicle become incapacitated, the notification process will be initiated by the first agency establishing command at the scene of the emergency.

3.2. **Emergency Responder Arrival at Scene**

All responders reporting to the scene of any accident involving commercial transport of material(s) should treat each emergency, a potential hazardous material emergency.

All responders must apply proper approach and size-up procedures before entering into what can be a hazardous atmosphere, environment or potential “hot zone”.

Once it has been determined what material is involved, then an operational plan will be developed by the lead agencies having jurisdictional authority over the emergency. That action plan may be a local or provincial response depending on and not limited to:

- Material classification
- Volume of material involved
- Location of the emergency
- Impact to infrastructure or environment
- Resources available for initial response and during an extended action
- Qualifications and competencies of local resources

4. **LEVELS OF RESPONSE**

NBEMO recognizes three levels of response for hazardous material emergencies. These levels will help identify and anticipate the staffing and resource requirements, logistical support and planning needs for response to a hazardous material emergency. The level of response will change with the seriousness of the emergency, and will be subject to constant evaluation based on a continuing risk assessment.

NBEMO, and if activated, the Regional Emergency Action Committees and municipal emergency operation centers, are to lend full support to any hazardous material response as required.

First responder agencies are to be made aware that at any time or during any level of response, the Regional Hazmat Team Coordinator can be contacted for advice and input. Only the primary responder can make a request for the Regional Hazmat Response Team. Other government or non emergency responder agencies may make a request, for a Regional Hazmat Response Team, but it must be immediately followed up by either a police or fire department response to the emergency. Then either the police or fire department authority will assume command of the emergency and coordinate the proper response.
4.1. Level One Response

A Level 1 response to a hazardous material spill or release, is a response made by the 3 key emergency responders; fire, police and ambulance. Regardless of the magnitude or severity of the emergency, all three agencies will be dispatched and remain on scene until the threat or hazard has been contained, stabilized and/or brought under control.

4.2. Level Two Response *

A Level Two Response triggers the same response activities of a Level One Response, along with the additional attendance of an Environmental Inspector. Although provincial protocol requires the notification of an Environmental Inspector for every hazardous material emergency, the severity or impact of the emergency will determine whether an inspector will respond to the scene. An inspector should be on-scene if there is any possibility of hazardous material contaminating the air, ground water, public water handling systems or soil.

Typically a Level Two Response will require a response from the Department of Transportation and Infrastructure (DTI) or a municipalities Department of Public Works to provide technical personnel, maintenance staff and equipment to assist in the containment of a spill, collection and placement of material to contain a spill, technical expertise to assess damage to infrastructure and to assist in the erection of barricades for traffic diversion and provision of heavy equipment to safely perform work in the response zone. This decision will be made by the AHJ at the scene of the emergency.

4.3. Level Three Response *

A Level Three Response triggers the same response activities as a Level Two Response, along with the request for the Regional Hazmat Response Team through PMCC (see Annex A). This request is normally initiated by the Emergency Site Manager (ESM) or any Fire, Police or Ambulance responder, after determining that the emergency has or will soon exceed and or exhaust the capabilities and capacity of the initial response. A regional team will dispatch a “scout team” in advance of the regional team to the emergency to provide necessary intelligence to the Regional Team Leader en-route and to work with ESM to prepare for the reception of the Regional Hazmat Team. As part of a Level 3 response, it may include notification for representatives from the Department of Health and Work Safe NB to be in attendance.

There are regions within New Brunswick where first responder technical training for hazardous material response is limited beyond the Awareness level. Due to the capacity limitations of some volunteer first responder groups, technically trained members trained above “Awareness” level may not be available for a response to a highly technical hazardous material emergency. During these instances, the need for a Regional Hazmat Response Team may be required for a Level Two Emergency so that a safe and proper response can be carried out.

It is the procedure for the Regional Hazmat Response Team to dispatch a “Scout Team” in advance of the Regional Team to assess the situation and provide intelligence to the Team Leader.

* Any requirement to consult with the Regional Hazmat Duty Officer or when requesting the Regional Hazmat Response Team, all communications is to be made through the Provincial Mobile Communication Center (PMCC). PMCC will ensure that the proper people are contacted during the initial stages of the emergency and coordinate any initial communications between the scene and provincial hazmat resources.
The following table attempts to show the different response and support requirements for various levels of emergencies. This table is to be used as a reference only and readers are to understand that there are many other influences and conditions that will determine what a proper response is.

<table>
<thead>
<tr>
<th>Level of Response</th>
<th>Level 1</th>
<th>Level 2</th>
<th>Level 3</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fire/Police/Medical</td>
<td>Required Onsite</td>
<td>Required Onsite</td>
<td>Required Onsite</td>
</tr>
<tr>
<td>Environment</td>
<td>Notified</td>
<td>Required Onsite</td>
<td>Required Onsite</td>
</tr>
<tr>
<td>Health</td>
<td>Notified if there is a risk to public health</td>
<td>Required onsite if there is a risk to public health</td>
<td></td>
</tr>
</tbody>
</table>
| DTI/PW            | – To be determined by lead agency to support emergency response  
                   – Required Onsite if there is damage to any public or municipal infrastructure |
| Work Safe NB      | – To be notified when any emergency responder injuries are incurred |
| Scout Team or Provincial Hazmat Coordinator | Typically not dispatched but available for consult | Notify-Provincial Hazmat Coordinator will determine appropriate response | Regional Hazmat Team Activated |
| Regional Team     | Not required |
| Threat to Persons | Possible | Probable | Present |
| Animals           |         |         |         |
| Environment       |         |         |         |
| Emergency Area    | Isolated – Not expanding | Isolated incident that is complicated due to weather, terrain, proximity to water, or other environmental conditions. | Geographically may be large – plume drift, evacuation areas, migration of material via sewer systems. Severity of the emergency will determining size of the emergency area |
| Emergency Duration| – Short Duration (less than 1 day)  
                   – Low Impact | Emergency over in same day but rehabilitation ongoing possibly for several days.  
                   – Short/Moderate Duration  
                   – Low/Moderate Impact | Depending on the severity of the incident, emergency may exist for more than one operating period and rehabilitation may be extensive and expensive  
                   – Moderate/Long Duration  
                   – Moderate/High Impact |
| Logistic Requirements | Logistical needs handled locally | May require mutual aid to support operation | – Multiple operational periods  
                   – Local agencies will play lead role in supporting operations  
                   – Housing, feeding and other non tactical logistical issues may need to be addressed  
                   – Mutual aid will typically be required |
| Technical Specialist | Technical specialist may not be needed at every emergency or incident scene, but emergency responders are to first consider any special needs that may require additional expertise to ensure safe operations. Consulting experts or other professionals is encouraged and should become part of any non standard or technically challenging emergency. |
| Emergency Management /Command and Control | On site | On site | Consider activating DEAC or Municipal EOC to support operations |
4.4. Accident or Injury Involving First Responders

If at any time an employee or first responder is injured responding to, at the scene or returning from an emergency, Work Safe New Brunswick (WSNB) will be notified and a WSNB Form 67 will be completed and submitted as required by provincial regulation.

4.5. Transportation of Dangerous Goods – Dangerous Occurrence Report

The completion of a Dangerous Occurrence Report (Appendix F) is a form required under the Transportation of Dangerous Goods Regulation that is completed by the Employer of the person who has charge, management or control of the dangerous goods at the time of the occurrence.

If an incident occurs where a vehicle transporting dangerous goods is involved and if it meets any of the criteria within the Dangerous Occurrence Report form, the authority having jurisdiction will notify the transportation company to complete and forward on to the appropriate agency.

The intent of this document is to ensure that vessels, containers, vehicles involved in an accident while carrying dangerous goods are reported to allow for post event inspection of the affected equipment. This must occur even though there may be no release of material. The post event inspection is to ensure safe operation and integrity of the equipment carrying other dangerous material if that equipment is returned to service. The carrier/owner/operator of the equipment must inspect, repair and document/certify that the damaged equipment is of good repair and safe to be put back in service.

5. DUTIES AND RESPONSIBILITIES

In brief summary responsibilities are assigned as follows:

- Fire, Police and Ambulance personnel - initial response to protect lives and property;
- Environmental Inspectors – advice and assistance, testing and remediation response;
- Department of Transportation and Infrastructure personnel – engineering and technical expertise and assessment, assistance in the clean-up;
- Public Health Officials – advice and testing;
- Emergency Measures Officials (municipal, regional and provincial) – support to on-scene operations and evacuations.

5.1. Common to All

It is the responsibility of each responder agency to ensure their personnel responding to a hazardous materials transportation accident are appropriately trained to work safely during these incidents.

It is each person’s duty to perform their duties with high regard to personal safety and for the safety of others.

A responder’s best defence when first arriving on scene of a hazardous material emergency is to **assume the worst case and prevent anyone from entering the “initial isolation zone” until the arrival of properly equipped and qualified personnel.**

- Follow departmental policy and guidelines for response to a hazardous material emergency.
• Maintain a safe distance and position and determine the hazardous material by looking for markings, containers or signage, preferably using binoculars and from a safe vantage point.
• Perform activities required only if properly trained and equipped to do so.
• Only approach the emergency scene if:
  — It is determined to be safe by qualified members in attendance.
  — If trained and properly equipped with the proper personal protective equipment (PPE) and equipment to enter into hot zone.
  — If there are an adequate number of personnel on scene to perform a rescue if a downed first responder becomes incapacitated.

Not until it is determined safe to approach the scene can a rescue or first aid activities commence. “Indirect” or “Stand Off” actions may be possible if it can be performed from a safe distance.

5.2. Policing Agencies

The Policing Agency of Jurisdiction will be responsible for:

• If first on the scene, secure the site, establish command, conduct a size-up and relay this information to dispatch.
• Request dispatch to relay the initial update information to other responding agencies and units if radio communications is not established on a common response frequency.
• Confirm that fire department and ambulance are responding to the scene of the emergency.
• Continue to gather situational awareness to provide a briefing to other first responders arriving at scene. If not first on the scene, receive a briefing from the agency in-charge of resources already on-scene.
• Develop a plan of action and communicate that plan to all responders on scene and en-route.
• Share with other responder agencies having jurisdictional authority, information for reports and investigation purposes.

5.2.1. Police Specific Tasks on a Hazardous Material Emergency

• Establish and maintain scene security and scene safety for the first responders and for the public.
• Establish the initial perimeter and maintain control of the perimeter of the emergency.
• Ensure that contact has been made with the owner, operator or shipper of the container or hazardous material and to advise them that their shipment is involved in an emergency and for the agency to activate their emergency response protocol. This task should be completed if the contact has not been already made by the operator of the vehicle or by other first responders already on scene.
• Conduct investigations. Investigation may be partnered with other AHJ on the emergency.
• Coordinate and supervise evacuation efforts during the initial stages of the emergency.
• Coordinate traffic flow and crowd control at the scene and at locations moving into and out of the impacted or expanded area.
• In the event of a fatality, contact the Office of the Coroner.
Establish and maintain radio contact with agency dispatch and with responders at the scene as per the communications plan.

Alert municipal and regional emergency measures coordinators.

5.3. Fire Departments

- If first on the scene, secure the scene and establish initial perimeter.
- Confirm that police and ambulance are responding to the scene.
- Receive an in-briefing from first-on-the-scene resources.
- Do not let anyone approach, including first responders, until the hazardous material has been identified and it has been deemed safe to approach the vehicle.
- Perform a scene size-up from safe recommended distances and communicate information to resources on scene and to incoming units.
- Determine what the hazardous material is and initiate recommended actions to protect the public and environment as indicated within the Emergency Response Guide (ERG). Also seek advice and direction by contacting CANUTEC (see Annex C).
- Perform rescue, fire suppression and/or scene stabilization only after it is determined safe to approach the vehicle. First responders must be equipped with the proper personal protective equipment to work within the established exclusion zone within the affected environment.
- Share with other responder agencies having jurisdictional authority, information for reports and investigation purposes.

5.3.1. Fire Department Specific Tasks on a Hazardous Material Emergency

- Identify the hazardous material
- Establish/confirm the control zones for the emergency
- Develop a planned response with other responders on scene
- Ensure contingency planning is in place
- Fire suppression
- Scene stabilization
- Rescue
- When resources permit and priorities dictate, assist police and ambulance agencies as required.
- Consult with Provincial Hazmat Coordinator directly or with the assistance of PMCC. (Annex B)

5.4. Ambulance Services

Ambulance Services will be responsible for:

- Triage, treat and transport casualties to hospital(s) or pre designated locations.
- Remain on-scene to support operations.
- Maintain lines of communications with receiving hospitals regarding the number of actual and potential casualties.
- During a mass casualty emergency, provide personnel to participate as lead members of the command group and staff specific positions within the organization.
- Provide medical advice and information to responders.
- Share with other responder agencies having jurisdictional authority, information for reports and investigation purposes.
5.4.1. Ambulance/Medical specific tasks on a Hazardous Material Emergency

- Establish an area in the cold zone for triage, treatment and transport of casualties.
- Receive decontaminated patients rescued/extricated by the fire department or hazmat teams from the hot zone.
- Request additional medical resources needed to support the emergency.
- Establish, manage or assist with the operations of a first responder rehabilitation center at the scene of the emergency.

5.5. Environmental Inspector

The environmental inspector will be responsible for:

- Contacting the ESM as soon as alerted by the Coast Guard or any other informant, to advise him of the expected time of arrival at the scene.
- Advise the ESM of the appropriate preliminary and/or precautionary actions to be taken.
- Take steps to have the shipper or carrier assume responsibility for the clean-up and disposal.
- Alert public health officials as required.
- Give advice and assistance on-scene to protect lives, property and the environment;
- Coordinate the clean-up, in the absence of a specialist clean-up team and when safe to do so, or wait for a specialist team.
- Arrange with appropriate authority for disposal sites for contaminants and contaminated materials.
- Collect for testing samples of soil and water as deemed necessary.

5.6. DTI/ Municipal Public Works

DTI/ Municipal Public Works are responsible for:

- Providing support to the emergency by assigning technical expertise to assess damage to infrastructure,
- Providing support by assigning resources to move and place material for the containment of spills.
- May provide support for the Environmental Inspector during the recovery phase.
- Will support operations by providing signage and barriers for directing, diverting or blocking traffic flow.

5.7. Public Health Officials

Public Health Officials are responsible to:

- Provide advice on measures to be taken to protect the health and wellness of the population in the vicinity of the accident.
- Assess the longer term hazards and the impact on the population in the vicinity of the accident.
- Collect for testing, samples of foodstuffs which may have been contaminated as a direct result of the accident.
- Assist in assessing sites for disposal of contaminants.
5.8. Emergency Measures Officials – Municipal, Regional and Provincial

EMO Officials are responsible to:

- Stand ready to support on-scene operations if required. This includes the planning and coordination of small and large scale evacuation of people who are impacted by the emergency.
- Alert other agencies and departments which may be called upon to assist on-scene or in an evacuation
- Establish communications with the emergency site manager.
- Arrange for specialist response personnel if other systems fail to produce same.
- Be prepared to recommend to the appropriate authority a state of local emergency if such is warranted.

6. RECOMMENDED TRAINING AND QUALIFICATIONS OF RESPONDERS, EMERGENCY MANAGEMENT AND REGIONAL HAZMAT RESPONSE TEAMS

It is highly recommended that all responders be trained and competent

- at the “Awareness” level for hazardous material response or

These basic training programs will provide responders with important Knowledge, Skills and Abilities to enabling and individual to safely operate at the scene of a hazardous material emergency on our provincial highways.

When a Regional Hazmat Response Team responds, the team shall follow strict adherence to NFPA 472, Standard for Competence of Responders to Hazardous Material/Weapons of Mass Destruction Incidents. This standard in New Brunswick requires that the individual in-charge of the overall hazmat operations, meets the standard as indicated in NFPA 472, Chapter 8, paragraph 8.1.1.2. It states that the Incident Commander shall be trained to meet all competencies of the awareness level, all core competencies at the operations level and all competencies found in Chapter 8 – Competencies for Incident Commanders. In New Brunswick this means it means that the supervisor responsible for the Regional Hazmat Response Team must meet this standard. The ESM or Incident Commander for the overall emergency is not required to meet this standard.

7. EMERGENCY SCENE OWNERSHIP AND AUTHORITY

All hazardous material emergencies do not fall under the sole responsibility of any one agency or AHJ. Many agencies and municipal/provincial government(s) and departments are stakeholders during a hazardous material emergency and are responsible for many common and specific tasks, duties and responsibilities. Most agencies “cross over” into other discipline’s functions by virtue of their role, authority and requirement to participate in the emergency.

Cooperatively all 3 primary responders (fire, police, ambulance) have responsibilities to attend a hazardous material emergency. Each responding agency has specific jobs and tasks that need to be coordinated together to meet the objectives determined by the response plan. At any time one discipline may assist, reinforce any of the other disciplines as required, as long as strict adherence to safety is observed and maintained.

There may be intelligence learned or events leading up to the emergency that may clearly determine than an emergency falls under the primary responsibility of any one of the authorities having jurisdiction present at the scene. All responders must realize this and coordinate their efforts with each other to achieve objectives safely and efficiently.
The responsibility for rehabilitation of the emergency site can be transferred to another government, department, business, or agency once the immediate emergency has been addressed and the emergency has transitioned to recovery phase.

8. HAZARDOUS MATERIAL EMERGENCY ON PROVINCIAL RAILWAY LINES

Railway companies operating in New Brunswick are required to have comprehensive emergency response procedures which include:

- A reporting system encompassing calls to Canadian Coast Guard (See Annex B) and to first response agencies.
- Provision of an on-scene coordinator.
- The engineer providing first response agencies with a list of dangerous goods on board, in what cars they are located, the condition of those cars and any other pertinent information from the waybill.
- Special commodities emergency response equipment being dispatched to the scene.

Although the railway on-scene coordinator will coordinate all activities on the railway’s property, there will still be a requirement for the fire department and police to manage operations aimed at protecting the nearby population and property which may be affected by escaping gases, flowing chemicals or radioactivity. Not until it is determined safe to do so by the appropriate authorities, will the scene be transferred to the Railway Company responsible for the clean up and rehabilitation of the emergency scene.

9. HAZARDOUS MATERIAL EMERGENCY ON PROVINCIAL HIGHWAYS INVOLVING EXPLOSIVES

Commercial/industrial explosives involved in a hazardous material emergency on provincial highways and roads are to be treated as typical hazardous material emergencies.

At RCMP “J” Division there are specialists trained in responding to emergencies involving explosives. Although an accident involving industrial/commercial explosive material may not warrant RCMP response, contacting RCMP J Division would be recommended.

In the event an emergency is determined to be of criminal intent by nature, then the RCMP is to be immediately contacted as part of the emergency response, requesting both technical specialists and invitational support.

10. IMPROVISED EXPLOSIVE DEVICES (IED) AND WEAPONS OF MASS DESTRUCTION (WMD)

At the scene of an emergency that occurs on public highways, rail, water or air, or if evidence and/or information provided indicates the possibility of explosives or hazardous material configured with the intent to inflict harm or injury, the first responders at the emergency scene will isolate and evacuate the area to a safe distance and immediately notify the R.C.M.P.

The R.C.M.P will take the appropriate measures and determine the response required to mitigate the emergency. The Regional Hazmat Response Teams may be requested to respond in “support” of the R.C.M.P.’s Chemical Biological Radiological Nuclear Explosives (CBRNE) team at the scene of the incident.
11. HAZARDOUS MATERIAL EMERGENCY INVOLVING RADIOACTIVE MATERIAL.

In addition to information and support available from within the ERG and CANUTEC with regards to an emergency on provincial highways and roads, the following agencies can provide expertise with radioactive emergencies:

- Public Health – Radiation Protection - 1-506-453-2323
- Point Lepreau Generating Station – Shift Supervisor - 1-506-659-2102/2540
- Canadian Forces Base Gagetown – Duty Officer - 1-506-422-2000
Annex A

Requesting the Regional Hazmat Response Team

The Provincial Hazmat Coordinator is notified by the Provincial Mobile Communications Center (PMCC) at 506-453-7171 or Toll Free 1-866-942-9628

Regional Hazmat Response Teams can only be requested by members from a police department, fire department or ambulance in attendance at the scene of an emergency.

The Provincial Hazmat Coordinator, depending on the severity and nature of the incident, may dispatch a “Scout Team”, and/or the full “Regional Hazmat Response Team” to respond to the incident.

The following 2 forms are required by the Regional Hazmat Response Team prior to dispatch. This information can be faxed, scanned and emailed or verbally communicated.

PMCC Operators Call Log for a Hazmat Request

<table>
<thead>
<tr>
<th>DATE:</th>
<th>TIME:</th>
</tr>
</thead>
<tbody>
<tr>
<td>REQUESTING AGENCY:</td>
<td></td>
</tr>
<tr>
<td>CONTACT PHONE:</td>
<td>CELL:</td>
</tr>
<tr>
<td>LOCATION OF EVENT</td>
<td>COUNTY:</td>
</tr>
</tbody>
</table>

Why do you need the Regional HazMat Response Team (RHRT):

PMCC ACTION TAKEN:

| OPERATORS SIGNATURE: | |
| DATE: | TIME: |

After person contacted Fax completed form to: 457-4899
Information Form – Requesting Regional Hazmat Team

<table>
<thead>
<tr>
<th>REQUESTING AGENCY</th>
<th>(If not Emergency Response Agency, Advise caller to contact NBEMO)</th>
</tr>
</thead>
<tbody>
<tr>
<td>NAME:</td>
<td>COUNTY:</td>
</tr>
<tr>
<td>CONTACT PHONE</td>
<td>DATE/TIME: [<strong><strong>/</strong></strong>/<strong><strong>:</strong></strong>]</td>
</tr>
</tbody>
</table>

**LOCATION OF EVENT**

**WHY DO YOU NEED RRT?**

**HAS EVENT EXCEEDED LOCAL RESPONSE CAPABILITIES**

- [ ] YES
- [ ] NO

**LOCAL RESOURCES ARE EXPECTED TO BE EXCEEDED AT**

- [ ] [____] HOURS

**WHAT LOCAL RESOURCES ARE AVAILABLE TO ASSIST?**

**A CHECK IN ANY OF THE TWO CATEGORIES BELOW SHOULD RESULT IN AN IMMEDIATE DISPATCH OF THE NBRRT AND NOTIFICATION OF THE PROVINCIAL HAZMAT COORDINATOR, OFFICE OF THE FIRE MARSHAL, PUBLIC SAFETY OR HIS DESIGNEE.**

- [ ] Known Hazardous Materials(s) Has/Have Been Spilled/Release
  - Product is off gassing. There is a vapour cloud.
  - Product is leaking/spilling now.

- [ ] Unknown Chemical(s) Has/Have Been Spilled/Release
  - Product is off gassing. There is a vapour cloud.
  - Product is leaking/spilling now.

**PLEASE COMPLETE AS MUCH INFORMATION BELOW AS IS KNOWN AT THIS TIME:**

**CHEMICAL STATE**

- [ ] SOLID
- [ ] LIQUID
- [ ] GAS

**IS THIS CHEMICAL FOUND IN EMERGENCY RESPONSE GUIDE BOOK?**

- [ ] YES
- [ ] NO
- [ ] UNKNOWN AT THIS TIME

**If yes, ID Number**

- [ ] UN
- [ ] CAS

**Size of Container (Fill in amount)**

- [ ] KGS.
- [ ] LBS
- [ ] LITRES
- [ ] GALLONS

**How Much Has Spilled/Leaked**

- [ ] KGS.
- [ ] LBS
- [ ] LITRES
- [ ] GALLONS

**FIRE OR EXPLOSIVE POTENTIAL**

- [ ] YES
- [ ] NO
- [ ] UNKNOWN AT THIS TIME

**Is the Container Pressurized?**

- [ ] YES
- [ ] NO
- [ ] UNKNOWN AT THIS TIME
<table>
<thead>
<tr>
<th><strong>Any Other Chemicals Involved</strong></th>
<th>☐</th>
<th>YES</th>
<th>☐</th>
<th>NO</th>
<th>☐</th>
<th>Unknown at this Time</th>
</tr>
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<tbody>
<tr>
<td><strong>Is This a Fixed Facility?</strong></td>
<td>☐</td>
<td>YES</td>
<td>☐</td>
<td>NO</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>If Yes, Name:</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Wind Speed</strong> (KPH/MPH)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Temp</strong></td>
<td></td>
<td>C/F</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Humidity</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Precipitation</strong></td>
<td>☐</td>
<td>YES</td>
<td>☐</td>
<td>NO</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Immediate Threat to Life and or Safety</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Deaths</strong></td>
<td></td>
<td></td>
<td>Number</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Injuries</strong></td>
<td></td>
<td></td>
<td>Number</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Evacuation Occurred or is Occurring</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Yes</strong></td>
<td></td>
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</tr>
<tr>
<td><strong>No</strong></td>
<td></td>
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</tr>
<tr>
<td><strong>If Yes, Evacuation Distance</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Metres</strong></td>
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<td></td>
</tr>
<tr>
<td><strong>Feet</strong></td>
<td></td>
<td></td>
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</tr>
<tr>
<td><strong>Kilometers</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
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<tr>
<td><strong>Miles</strong></td>
<td></td>
<td></td>
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<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>If Yes, Urban</strong></td>
<td></td>
<td></td>
<td>Yes</td>
<td></td>
<td>No</td>
<td></td>
</tr>
<tr>
<td><strong>Rural</strong></td>
<td></td>
<td></td>
<td>Yes</td>
<td></td>
<td>No</td>
<td></td>
</tr>
<tr>
<td><strong>If Yes, Population Density Would be Considered</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Low</strong></td>
<td></td>
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<td></td>
</tr>
<tr>
<td><strong>Medium</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Densely Populated</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Has Shelter Opened?</strong></td>
<td></td>
<td></td>
<td>Yes</td>
<td></td>
<td>No</td>
<td></td>
</tr>
<tr>
<td><strong>Immediate Threat to Waterways</strong></td>
<td></td>
<td></td>
<td>Yes</td>
<td></td>
<td>No</td>
<td></td>
</tr>
<tr>
<td><strong>Has Preventative Actions Been Taken at This Time?</strong></td>
<td></td>
<td></td>
<td>Yes</td>
<td></td>
<td>No</td>
<td></td>
</tr>
<tr>
<td><strong>Comments or Further Information:</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Standing Operating Procedure for Transportation Emergencies Involving Dangerous Goods
Annex B

Sources of Information and Assistance

Canadian Forces Base Gagetown - Radiological/Nuclear Information
  – Duty Officer - 1-506-422-2000

Canadian Nuclear Safety Commission – CNSC
  – 24 hr Duty Officer - 1-613-995-0479

Canadian Transport Emergency Centre – CANUTEC
  – 613-996-6666 or *666 on cellular

Emergency Response Guidebook - ERG
  – Most recent edition - 2012

Environment Canada, Canadian Coast Guard, Fisheries and Oceans
  – Toll Free - 1-800-565-1633
  – Halifax NS - 1-902-426-6030, Fax: 1-902-426-6334
  – Saint John NB - 1-506-636-4696, Fax: 1-506-636-5000

NAV Canada Air Traffic Control Center
  – Shift Supervisor - 1-506-867-7171

New Brunswick Emergency Measures Organization – NBEMO
  – Duty Officer - 1-800-561-4034

Point Lepreau Generating Station – Radiological/Nuclear Information
  – Shift Supervisor - 1-506-659-2102/2540

Police, Fire and Ambulance
  – Emergency number - 911

Provincial Mobile Communications Center – PMCC
  – Toll Free - 1-866-942-9628
  – Local - 453-7171
  – Regional Hazmat Coordinator - 1-866-942-9628

Public Health – Radiological/Nuclear Information
  – Radiation Protection - 1-506-453-2323

Railway
  – Canadian National Railway - 1-888-888-5909
  – Canadian Pacific Railway - 1-800-716-9132
  – NB Southern Railway (Irving) - 1-506-632-4654
  – Montreal Maine and Atlantic - 1-866-311-6851

Royal Canadian Mounted Police
  – Non emergency - 1-888-506-7267 or 1472
  – Emergencies involving explosives and CBRNe - 1-506-452-4973

Standing Operating Procedure for Transportation Emergencies Involving Dangerous Goods
Annex C

CANUTEC

613-996-6666 or *666 on cellular for an emergency
613-992-4624 for non emergency

Information CANUTEC will require if they are contacted:

- caller’s name and organization;
- call-back number (this number must be manned during the total time of the incident);
- location (origin of call) and nature of the problem (spill, fire, etc.);
- product(s) involved – Name and identification number of material(s) involved;
- shipper/consignee/point of origin
- carrier name, rail car or truck number
- quantity of product(s) transported/released;
- type and size of vehicle/container;
- local conditions (weather, terrain, proximity to schools, hospitals, waterways, etc)
- injuries and exposures
- local emergency services that have been notified
ANNEX D
Example of Hazmat Operations Control Zones

[Diagram showing control zones: Hot Zone, Warm Zone, Cold Zone, Entry Suit Layout, Decon Suit Layout, Hazmat Response Team, Contamination Reduction Corridor, EXCLUSION ZONE, REFUGE AREA, SAFE REFUGE AREA, EXCLUSION LINE, Contamination Reduction Zone, ICP, Support Zone, Engine, Hot Zone, Warm Zone, Cold Zone, 40 to 50 meters, R-P, Zone, Engine, Support Zone]
Annex E

Glossary of Terms

<table>
<thead>
<tr>
<th>Term</th>
<th>Definition</th>
</tr>
</thead>
<tbody>
<tr>
<td>CANUTEC</td>
<td>Canadian Transport Emergency Center</td>
</tr>
<tr>
<td>Cold Zone</td>
<td>Area where the incident command post and support functions are located</td>
</tr>
<tr>
<td>DTI</td>
<td>Department of Transportation and Infrastructure</td>
</tr>
<tr>
<td>ERG</td>
<td>Emergency Response Guidebook</td>
</tr>
<tr>
<td>ESM</td>
<td>Emergency Site Manager</td>
</tr>
<tr>
<td>Hot Zone</td>
<td>Area immediately surrounding a hazmat incident; extends far enough to prevent adverse effects outside the zone</td>
</tr>
<tr>
<td>ICP</td>
<td>Incident Command Post</td>
</tr>
<tr>
<td>IED</td>
<td>Improvised Explosive Device</td>
</tr>
<tr>
<td>Initial Isolation Zone</td>
<td>The <strong>Initial Isolation Zone</strong> defines an area SURROUNDING the incident in which persons may be exposed to dangerous (upwind) and life threatening (downwind) concentrations of material. Initial Isolation Zones are found in the ERG, Table 1, Green Section</td>
</tr>
<tr>
<td>J-Division</td>
<td>Provincial Headquarters for RCMP in New Brunswick</td>
</tr>
<tr>
<td>MRDC</td>
<td>Maritime Regional Development Commission</td>
</tr>
<tr>
<td>NBEMO</td>
<td>New Brunswick Emergency Measures Organization</td>
</tr>
<tr>
<td>NFPA</td>
<td>National Fire Protection Association</td>
</tr>
<tr>
<td>PMCC</td>
<td>Provincial Mobile Communications Centre</td>
</tr>
<tr>
<td>PPE</td>
<td>Personal Protective Equipment</td>
</tr>
<tr>
<td>PSAP</td>
<td>Public Service Answering Point</td>
</tr>
<tr>
<td>Warm Zone</td>
<td>Area where personnel and equipment decontamination and hot zone support take place; it includes control points for the access corridor and thus assists in reducing the spread of contamination</td>
</tr>
<tr>
<td>WMD</td>
<td>Weapons of mass destruction</td>
</tr>
<tr>
<td>WSNB</td>
<td>Work Safe New Brunswick</td>
</tr>
</tbody>
</table>
## Annex F Dangerous Occurrence Report Form

### TRANSPORTATION OF DANGEROUS GOODS

#### DANGEROUS OCCURRENCE REPORT

**AS REQUIRED UNDER THE TRANSPORTATION OF DANGEROUS GOODS REGULATIONS**  
(SECTION 9.14)

1. **TYPE OF DANGEROUS OCCURRENCE (CHECK ALL APPLICABLE BOXES)**  
   GENRE DE CAS DE DANGER (COCHÈZ TOUTES LES CASES APPLICABLES)
   
   - [ ] SPILL  
   - [ ] LEAK  
   - [ ] EXPLOSION  
   - [ ] FIRE  
   - [ ] CONTAMINATION OF:  
     - [ ] HUMAN DES PERSONNES  
     - [ ] PROPERTY DES BIENS  
     - [ ] ENVIRONMENT DE L’ENVIRONNEMENT

2. **DATE OF DANGEROUS OCCURRENCE (yyyy-mm-dd)**  
   DATE DU CAS DE DANGER (aaaa-mm-jj)

3. **TIME OF DANGEROUS OCCURRENCE (24 HR. SYSTEM)**  
   HEURE DU CAS DE DANGER (SUR 24 HEURES)

4. **LOCATION OF DANGEROUS OCCURRENCE (BE SPECIFIC)**  
   LIEU DU CAS DE DANGER (PRÉCISEZ)

5.  
   - [ ] RESIDENTIAL AREA  
     - ZONE RESIDENTIELLE  
   - [ ] COMMERCIAL AND RESIDENTIAL AREA  
     - ZONE COMMERCIALE ET RÉSIDENTIELLE  
   - [ ] URBAN CORE AREA  
     - CENTRE-VILLE  
   - [ ] INDUSTRIAL AREA  
     - ZONE INDUSTRIELLE  
   - [ ] RURAL AREA  
     - ZONE RURALE

6. **DANGEROUS OCCURRENCE HAPPENED - LE CAS DE DANGER S’EST PRODUIT DURANT**  
   - [ ] DURING TRANSPORT  
     - LE TRANSPORT  
   - [ ] DURING HANDLING (SPECIFY)  
     - LA MANUTENTION (PRÉCISEZ)  
   - [ ] DURING TEMPORARY STORAGE  
     - L’ENTREPOSAGE TEMPORAIRE  
   - [ ] OTHER (SPECIFY)  
     - AUTRE (PRÉCISEZ)

7. **COMPLETE A OR B - REMPLIR A OU B**

   **A**  
   DANGEROUS OCCURRENCE DURING TRANSPORT  
   CAS DE DANGER DURANT LE TRANSPORT
   
   (1) **MODE OF TRANSPORT - MODE DE TRANSPORT**
   
   - [ ] ROAD  
     - ROUTIER  
   - [ ] RAIL  
     - FERROVIAIRE  
   - [ ] AIR  
     - AÉRIEN  
   - [ ] MARINE  
     - MARITIME

   (2) **TYPE OF VEHICLE - GENRE DE VÉHICULE**

   (3) **CARRIER (NAME AND ADDRESS) - TRANSPORTEUR (NOM ET ADRESSE)**

   ____________________________
   POSTAL CODE - CODE POSTAL

   **B**  
   DANGEROUS OCCURRENCE DURING HANDLING OR TEMPORARY STORAGE  
   CAS DE DANGER DURANT LA MANUTENTION OU L’ENTREPOSAGE TEMPORAIRE
   
   (1) **FACILITY - INSTALLATION**
   
   - [ ] TERMINAL  
     - AÉRIEN  
   - [ ] RAIL  
     - FERROVIAIRE  
   - [ ] ROAD  
     - ROUTIER

   - [ ] PORT  
     - À BORD D’UN NAVIRE

   - [ ] WAREHOUSE  
     - ENTREPOT  
   - [ ] BULK STORAGE PLANT  
     - INSTALLATION D’ENTREPOSAGE EN VRAC

   - [ ] OTHER (SPECIFY)  
     - AUTRE (PRÉCISEZ)

   (2) **FACILITY (NAME AND ADDRESS) - INSTALLATION (NOM ET ADRESSE)**

   ____________________________
   POSTAL CODE - CODE POSTAL

8. **CONSIGNOR - NAME - NOM**

   ____________________________
   ADDRESS - ADRESSE

   ____________________________
   POSTAL CODE - CODE POSTAL

9. **ORIGIN OF CONSIGNMENT - POINT D’ORIGINE DE L’ENVOI**

10. **DESTINATION OF CONSIGNMENT - POINT DE DESTINATION DE L’ENVOI**
11. DANGEROUS GOODS INVOLVED IN THE OCCURRENCE WERE:
LES MARCHANDISES DANGEREUSES EN CAUSE DANS LE CAS DE DANGER ÉTAIENT:

<table>
<thead>
<tr>
<th>P.I.N. NIP</th>
<th>CLASSIFICATION</th>
<th>SHIPPING NAME - APPellation RÉGLEMENTAIRE</th>
<th>TYPE OF PACKAGE</th>
<th>TOTAL MASS OR VOLUME OF SHIPMENT</th>
<th>MASS OR VOLUME OF ESTIMATED LOSS</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
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<td></td>
<td></td>
</tr>
</tbody>
</table>

12. DESCRIBE THE EVENTS LEADING TO, DURING AND RESULTING FROM THE DANGEROUS OCCURRENCE
DÉCRIVEZ LES CIRCONSTANCES AYANT CONDUIT AU CAS DE DANGER ET CELLES QUI PRÉVALEVAIENT DURANT ET APRÈS LE CAS DE DANGER

13. NUMBER OF DEATHS
NOMBRE DE DÉCÉS

14. NUMBER OF INJURED PERSONS REQUIRING HOSPITALIZATION
NOMBRE DE BLESSÉS QUI ONT DÛ ÊTRE HOSPITALISÉS

15. EVACUATION OF SURROUNDING AREA - ÉVACUATION DES ENVIRONS

<table>
<thead>
<tr>
<th>YES OUI</th>
<th>IF YES SI OUI</th>
<th>A NUMBER OF PEOPLE EVACUATED</th>
<th>DURATION OF EVACUATION</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>NOMBRE DE GENS ÉVACUÉS</td>
<td>DUREE DE L'ÉVACUATION</td>
</tr>
</tbody>
</table>

16. EMERGENCY RESPONSE PERSONNEL AT SITE OF DANGEROUS OCCURRENCE
PERSONNEL D'INTERVENTION DURANCE SUR LES LIEUX

<table>
<thead>
<tr>
<th>POLICE</th>
<th>FIRE DEPARTMENT SERVICE D'INCENDIE</th>
<th>OTHER AUTRE</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

17. COMMENTS AND ADDITIONAL INFORMATION - COMMENTAIRES ET RENSEIGNEMENTS SUPPLÉMENTAIRES

18. PERSON COMPLETING THIS FORM - FORMULE REMPLIE PAR :

NAME - NOM | TITLE - TITRE

ADDRESS - ADRESSE | TELEPHONE - TELEPHONE

I CERTIFY THAT THIS INFORMATION IS ACCURATE TO THE BEST OF MY KNOWLEDGE.
J'ATTESTE QUE LES RENSEIGNEMENTS CI-DESSUS SONT EXACTS AU MEILLEUR DE MA CONNAISSANCE.

SIGNATURE |

DATE (yyyy-mm-dd / aa-mm-jj)
TRANSPORTATION OF DANGEROUS GOODS

DANGEROUS OCCURRENCE REPORT

WHY:
TO BE COMPLETED BY THE EMPLOYER OF PERSON who has charge, management or control of the DANGEROUS GOODS at the time of occurrence.

WHAT:
A DANGEROUS OCCURRENCE IS A TRANSPORTATION OR HANDLING ACCIDENT WHERE:
(1) there is a release of dangerous goods that represents a danger to health, life, property, or the environment.
(2) a bulk containment of dangerous goods is damaged.
(3) Division 2 of Class 6 or Class 7 dangerous goods are involved.
(4) there is an explosion or fire involving dangerous goods.
(5) an aircraft, an aerodrome or an air cargo handling facility adjacent to an aerodrome is involved.

WHEN:
A DANGEROUS OCCURRENCE REPORT IS TO BE COMPLETED WHEN:
(1) there is a dangerous occurrence.
(2) a person has been killed or injured (requiring hospitalization) in an accident involving dangerous goods.
(3) it is discovered that a pressurized means of containment of dangerous goods has been damaged.
(4) it is suspected that a containment of dangerous goods has been damaged because of impact, stress or fatigue.
(5) it has been discovered that part or all of a consignment of Class 1 or Class 7 dangerous goods has been misplaced, lost or stolen.

WHERE:
The completed DANGEROUS OCCURRENCE REPORT is to be sent within 30 days of the occurrence to:

TRANSPORT DANGEROUS GOODS (ASDE)
TRANSPORT CANADA
OTTAWA, ONTARIO
K1A 0N5

Copies of the DANGEROUS GOODS OCCURRENCE REPORT in limited quantities may be obtained from the above address. Additional copies, in this prescribed form, may be reproduced and used.

NOTE:
A "Guide for Completion of DANGEROUS OCCURRENCE REPORT" is available from the above address.

** This summary is for informational purposes only. The detailed statutory requirements are found in the Transportation of Dangerous Goods Regulations, Part IX (S.9.14).

TRANSPORT DES MARCHANDISES DANGEREUSES

RAPPORT SUR UN CAS DE DANGER

QUI :
LE RAPPORT DOIT ÊTRE REMPLI PAR L'EMPLOYEUR DE LA PERSONNE RESPONSABLE des MARCHANDISES DANGEREUSES au moment du cas de danger.

QUOI :
UN CAS DE DANGER EST UN ACCIDENT DE TRANSPORT OU DE MANUTENTION OÙ :
(1) il y a échappement, fuite ou déversement de marchandises dangereuses qui présentent un danger pour la santé ou la vie, pour les biens et pour l'environnement;
(2) un contenant de marchandises dangereuses en vrac est endommagé;
(3) des marchandises dangereuses incluses dans la division 2 de la classe 6 ou dans la classe 7 sont en cause;
(4) il y a une explosion ou un incendie mettant en cause des marchandises dangereuses;
(5) un aéronef, un aérodrome ou une installation de manutention de fret aérien située à proximité d'un aérodrome est mis en cause.

QUAND :
UN RAPPORT SUR UN CAS DE DANGER DOIT ÊTRE REMPLI QUAND :
(1) il y a un cas de danger;
(2) lors d'un accident mettant en cause de marchandises dangereuses, une personne a été tuée ou blessée suffisamment pour nécessiter son hospitalisation;
(3) il est constaté qu'un contenant sous pression renfermant des marchandises dangereuses a été endommagé;
(4) on soupçonne qu'un contenant de marchandises dangereuses a été endommagé à cause d'un impact, d'une tension ou de l'usure;
(5) il est constaté qu'une partie ou la totalité d'un envoi de matières explosives ou radioactives a été égarée, perdue ou volée.

OÙ :
Une fois rempli, le RAPPORT SUR UN CAS DE DANGER doit être envoyé à l'adresse suivante dans les 30 jours suivant le cas de danger :

TRANSPORT DES MARCHANDISES DANGEREUSES (ASDE)
TRANSPORTS CANADA
OTTAWA (ONTARIO)
K1A 0N5

On peut se procurer des formules de RAPPORT SUR UN CAS DE DANGER en quantité restreinte en communicant à la même adresse. Des photocopies de cette formule peuvent être utilisées.

NOTA :
Un guide sur la façon de remplir le RAPPORT SUR UN CAS DE DANGER peut être obtenu à l'adresse précitée.

Le présent résumé est offert uniquement à titre d'information. Les dispositions législatives au sujet du rapport sur un cas de danger se trouvent à la partie IX du Règlement sur le transport des marchandises dangereuses, (Art. 9.14).