Guidance: Transportation Emergencies Involving Dangerous Goods

Last Revised: 2022

NBEMO
New Brunswick Emergency Measures Organization

OMUNB
Organisation des mesures d'urgence du Nouveau-Brunswick

New Nouveau Brunswick
CANADA

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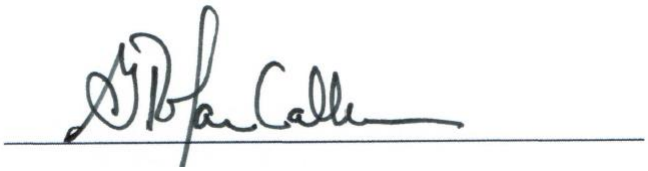
FOREWORD & AUTHORITY

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

This guidance supersedes the guidance issued in October 2012.



Director

New Brunswick Emergency Measures Organization (NBEMO)

DISTRIBUTION LIST

Department of Justice & Public Safety (JPS):

- New Brunswick Emergency Measures Organization (NBEMO)
- NB911
- Office of the Fire Marshal (OFM)
- Policing Services
- Public Health Inspectors

Department of Environment and Local Government (ELG):

- Environmental Inspectors
- Local Services Manager

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- District Engineers
- Emergency Management Branch
- Radio Communications (RadComm)

Department of Health (DOH):

- Chief Medical Officer
- Regional Medical Health Officers
- Health Emergency Management Services / Preparedness and Response

Royal Canadian Mounted Police (RCMP):

- Detachments and Head Office

Municipal Offices:

- Municipal Police Forces

- Municipal Fire Departments

Ambulance New Brunswick

WorkSafeNB

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EMERGENCY PROCEDURES FOR TRANSPORTATION EMERGENCIES INVOLVING DANGEROUS GOODS

Revised: January 2022

1. AIM:

The aim of this document is to define the relative responsibilities of agencies responding to transportation emergencies involving dangerous goods (TDG Emergencies)

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

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2. LEGISLATION:

This document is intended to clarify the relative responsibilities of various agencies responding to an emergency under any 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 Local Governance Act (Provincial)
The Health Act (Provincial)
The Emergency Measures Act (Provincial)
Occupational Health and Safety Act (Provincial)
Canada Occupational Health and Safety Regulations (Federal)
Federal Nuclear and Safety Control Act (Federal)

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

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3. NOTIFICATION

The 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. In addition to reporting to 911, 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 also 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. The PSAP operator will also notify the Provincial Hazardous Materials Coordinator through PMCC at 1-866-9-HAZMAT.
- 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. Responders should contact the Provincial Hazardous Materials Coordinator through PMCC at 1-866-9-HAZMAT.

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 (REACs) 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 provincial Hazmat Team Coordinator can be contacted for advice and input. Only the primary responder can make a request for the Provincial Hazmat Response Team. Other government or non-emergency responder agencies may make a request, for a Provincial 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.

Typically, a Level One Response indicates no product loss and no provincial assistance (i.e. the Provincial Hazmat Response Team) is required on-site. However, provincial assistance may be offered depending on the situation.

4.2. Level Two Response [i]

A Level Two response indicates that there is a minor product release.

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/or equipment to assess damage to infrastructure and to assist in the erection of barricades & signs for traffic diversion. This decision will be made by the (AHJ) authority having jurisdiction at the scene of the emergency.

4.3. Level Three Response[ii]

A Level Three response indicates that there is a major product release.

A Level Three Response triggers the same response activities as a Level Two Response, along with the request for the Provincial Hazmat Response Team through PMCC (see Annex A). This request is normally initiated by the Incident Commander 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 provincial team will dispatch a “scout team” in advance of the regional team to the emergency to provide necessary intelligence to the Provincial Team Leader en-route and to work with Incident Commander (IC) to prepare for the reception of the Provincial Hazmat Team. As part of a Level 3 response, it may include notification for representatives from the Department of Health (the Emergency Preparedness and Response Branch and the Regional Medical Officer of Health) and WorkSafeNB to be in attendance. DTI/RadComm resources may be deployed at the discretion of the Provincial Hazardous Materials Coordinator or Incident Commander to ensure availability and continuity of on-scene emergency communications.

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.

Level of Response	Level 1 – No Product Loss	Level 2 – Small Release	Level 3 – Large Release
Fire/Police/Medical	Required Onsite	Required Onsite	Required Onsite
Environment	Notified	Inspector may be required Onsite	Inspector Required Onsite
RadComm	Generally, not required.	Available at discretion of IC or PHMC.	Available at discretion of IC or PHMC.
PMCC	Link between reporting agency/party and Provincial Hazardous Materials Coordinator / Provincial Departments (NBEMO/ELG/OFM/DTI/Health)		
Health	Not required.	Notified if there is a risk to public health or health services or infrastructure.	Required onsite if there is a risk to public health or health services or infrastructure.
DTI/PW	– To be determined by lead agency to support emergency response – Required Onsite if there is damage to any public or municipal infrastructure		
WorkSafeNB	– To be notified immediately for emergency responder injuries or incidents as detailed in section 4.4.		
Scout Team or Provincial Hazmat Coordinator	Typically are not dispatched but available for consult	Notify - Provincial Hazmat Coordinator will determine appropriate response	Provincial Hazmat Team Activated
Threat to Persons Animals Property Environment	Possible	Probable	Present
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 determine the 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 REAC or Municipal EOC to support operations

4.4. Accident and/or Injury Reporting

There are 2 persons/entities that may require reporting of TDG accidents/incidents:

a. The driver (or employees, i.e. helper) involved in the incident. Drivers and/or employees of trucking companies are typically federally regulated; however, they may be provincially regulated:

- If federally regulated (i.e. interprovincial trucking) – contact HRSDC
- If provincially regulated – contact WorkSafeNB at 1-800-999-9775 (available 24/7/365)
- If unsure - contact WorkSafeNB

b. The first responders and post incident responders (if injured or exposed at the scene):

- If federally regulated (i.e. RCMP) – contact HRSDC
- If provincially regulated - contact WorkSafeNB at 1-800-999-9775 (available 24/7/365)
- If unsure - contact WorkSafeNB

A TDG incident on a New Brunswick public road or highway is not required by law to be reported; however, in all cases, a TDG incident can be reported to WorkSafeNB for situational awareness at 1-800-999-9775.

If at any time an employee or first responder is exposed or injured when responding to, at the scene or returning from an emergency, WorkSafeNB will be notified as required by section 43 of the Occupational Health and Safety Act. A Form 67 will be completed and submitted when there is time lost from work or medical aid is required as required by the Worker's Compensation Act.

Specifically, and for additional clarity, the employee is to fill out "Application for Workers' Compensation Benefits" form and the employer is to fill out "Employer Report of Injury or Illness" form for Worker's Compensation.

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.

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5. DUTIES AND RESPONSIBILITIES

In 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 with detour signs/barricades, and in the absence of a responsible party, emergency assistance to the Environment Inspector;
- Public Health Officials – advice and directing testing;
- WorkSafeNB Officials - Upon receiving notification, a Health & Safety Officer will make contact and a Health and Safety Officer may respond to the scene; and
- 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 defense 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 AHJs (such as CVE and Provincial Environment Agency) 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 and WorkSafeNB
- 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

Fire departments are responsible for managing and mitigating non-criminal hazardous materials events. Depending on the type of event, they can manage it entirely themselves, they may require some remote support (phone, CANUTEC, PMCC, Provincial Hazmat), or the presence of a provincial team. Regardless, it remains the local fire department (AHJ's) responsibility throughout the incident until a state of emergency is declared and it is divested. Even in the most major of incidents, we are working under the local fire department.

- 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.
- Maintain and operate Radiological Emergency Response Dosimetry Kits for First Responders
- Decontamination prior to ANB transfer
- 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 predesignated 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 centre at the scene of the emergency.

5.5. Environmental Inspector

The environmental inspector will be responsible for:

- Contacting the Incident Commander (IC) 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 IC 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, with a copy to the DOH Emergency Preparedness and Response Branch (or duty officer on-call).

- 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 respective infrastructure.
- May provide support for the Environmental Inspector during the emergency 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[iii]

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 incident commander.
- 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.

PMCC/RadComm officials are to:

- Act as a communications liaison between provincial departments, PHMC, PSAPS and Responder Agencies, and support the on-scene emergency communications as required by the incident.

5.9. Emergency Measures Officials – NB Radio Communications (NB RadComm) & the Provincial Mobile Communication Center (PMCC)

PMCC/RadComm shall do the following:

- Facilitate requests for the Provincial Hazmat Response Team.
- Developing the ICS-205 Communications plan.
- Coordinating Radio Communications resource requests to include Mutual Aid talk group assignments and incident support.
- Provide 24/7/365 interoperable radio communication support in conjunction with additional radio resources.

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

All responders working with Hazardous Materials must be NFPA 1072 Awareness, Operations, or Technicians to work in an active incident:

The three levels of competency based upon the National Fire Protection Association (NFPA) Standard 1072 are:

- Awareness- The ability to identify and/or isolate hazardous material
- Operational – The ability to perform certain actions without getting into contact with the material
- Technician: The level required to be a part of the hazardous material response/clean-up crew and allows an individual to handle the material.

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 the Provincial Hazmat Response Team responds, the team shall follow strict adherence to NFPA 1072, 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 1072, Chapter 8, paragraph 8.1.1.2. It states that the Incident Commander (IC) 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 that the supervisor responsible for the Provincial Hazmat Response Team must meet this standard. The Incident Commander for the overall emergency is not required to meet this standard.

7. EMERGENCY SCENE OWNERSHIP AND AUTHORITY

The public safety (product) related aspect of hazardous materials incidents remains the responsibility of the Fire AHJ until they declare a State of Local Emergency (SOLE) or ask for another agency to assume responsibility.

If the matter involves criminality, or suspected criminal acts, the incident becomes the responsibility of the policing 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 and requirement to participate in the emergency.

Cooperatively all three 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.

The AHJ remains the provincial authority for all matters occurring outside the right of way, irrespective of the railway's on-scene coordinator's direction.

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.

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9. HAZARDOUS MATERIAL EMERGENCY ON PROVINICAL 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.

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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 RCMP

The RCMP will take the appropriate measures and determine the response required to mitigate the emergency. The Provincial Hazmat Response Teams may be requested to respond in “support” of the RCMP’s Chemical Biological Radiological Nuclear Explosives (CBRNE) team at the scene of the incident.

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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:

- Point Lepreau Generating Station – Shift Supervisor - 1-506-659-2540
- Canadian Forces Base Gagetown – Duty Officer - 1-506-422-2000

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Annex A - *Requesting the Provincial Hazmat Response Team*

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

The Provincial 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 “Provincial Hazmat Response Team” to respond to the incident.

The following 2 forms are recommended to be sent ASAP to the Provincial 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

DATE:		TIME:	
REQUESTING AGENCY:			
CONTACT PHONE:		CELL:	
LOCATION OF EVENT		COUNTY:	
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

Annex B - Sources of Information and Assistance

Canadian Transport Emergency Centre – CANUTEC

- 613-996-6666 or *666 on cellular
- Internet Link – http://www.tc.gc.ca/eng/canutec

Emergency Response Guidebook - ERG

- Most recent edition - 2020
- Internet link - http://www.tc.gc.ca/eng/canutec/guide-menu-227.htm

Environment Canada, Canadian Coast Guard, Fisheries and Oceans

- Toll Free - 1-800-565-1633
- Halifax NS - 1-902-426-6030,
- Saint John NB - 1-506-636-4696,

NAV Canada Air Traffic Control Centre

- Shift Supervisor - 1-506-867-7171

New Brunswick Emergency Measures Organization – NBEMO

- Duty Officer - 1-800-561-4034

Point Lepreau Nuclear Generating Station – Radiological/Nuclear Information

- Shift Supervisor - 1-506-659-2540

Police, Fire and Ambulance

- Emergency number - 911

Provincial Mobile Communications Center – PMCC

- Toll Free - 1-866-942-9628
- Local - 453-7171

Provincial Hazmat Coordinator

- 1-866-942-9628

Public Health – Radiological/Nuclear Information

- Emergency Preparedness and Response
  Branch or Duty Officer - (506) 453-7171
- Medical Officer of Health – - (506) 658-3103

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 11072
- Emergencies involving explosives and CBRNE - 1-506-452-4973

WorkSafeNB

- - General Line (monitored 24/7) - 1-800-999-9775

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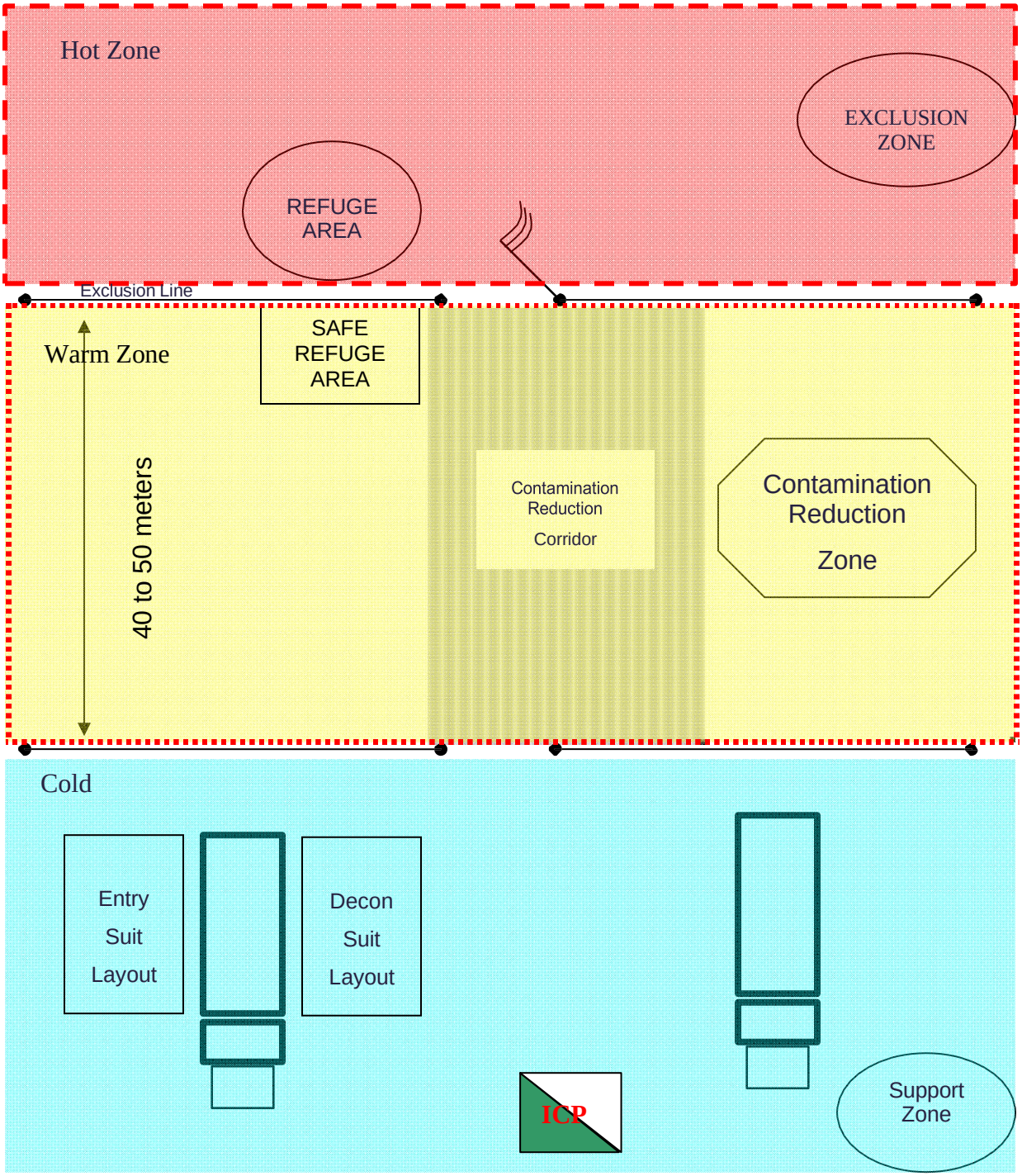
Annex C - CANUTEC

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



Annex E - Glossary of Terms

- CANUTEC Canadian Transport Emergency Centre
- Cold Zone Area where the incident command post and support functions are located
- DTI Department of Transportation and Infrastructure
- ERG Emergency Response Guidebook
- IC Incident Commander
- Hot Zone Area immediately surrounding a hazmat incident; extends far enough to prevent adverse effects outside the zone
- ICP Incident Command Post
- IED Improvised Explosive Device
- Initial Isolation Zone - The Initial Isolation Zone 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
- J-Division Provincial Headquarters for RCMP in New Brunswick
- MRDC Maritime Regional Development Commission
- NBEMO New Brunswick Emergency Measures Organization
- NFPA National Fire Protection Association
- PMCC Provincial Mobile Communications Centre

- PPE Personal Protective Equipment
- PSAP Public Service Answering Point
- Warm Zone 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
- WMD Weapons of mass destruction
- WSNB Work Safe New Brunswick

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Annex G – Frequently Asked Questions, Nuclear Substances[iv]

Q1. How does the Canadian Nuclear Safety Commission (CNSC) regulate the transport of nuclear substances?

A1.CNSC regulates the transport of nuclear substances through a series of safety-centered regulatory requirements covering the entire journey of a shipment, from the time it is initially packaged to arrival at its destination.

Regulatory control of packaging and transport of nuclear substances is generally exerted through:

- certifying of packages used for transporting nuclear substances
- registering users of the certified packaging
- licensing the transport of nuclear substances
- issuing licenses for the import and export of nuclear substances
- Requirements for licensing vary depending on the type of nuclear substance being transported, and the origin and destination of the shipment.

Q2. What types of nuclear substances are transported?

A2.A wide variety of nuclear substances are transported in Canada every year. These range from products for medical and consumer uses, such as smoke detectors, to uranium ore and fuel rods for nuclear power plants.

Q3. How many shipments of nuclear substances are there in Canada each year?

A3. There are thousands of packages containing different nuclear substances shipped to, from and within Canada every year. The majority of these are routine shipments of nuclear substances used for medical, industrial, and commercial applications.

Q4. Who transports nuclear substances?

A4. People and businesses registered to use a package certified for the transport of nuclear

substances choose the carrier they wish to carry out the transport of the package. Carriers include shipping lines, airlines and air cargo shippers, rail companies, couriers, and trucking companies. In some cases, companies provide their own transport services.

Q5. How does regulation of packaging make transport of nuclear substances safer?

A5. Nuclear substances must be transported in very specific packaging, of which there are different types. To be certified by CNSC, packages must meet stringent performance criteria for shielding, containment, ability to withstand impacts, ability to withstand heat, and more. The types of packaging are:
Type A
Type B (requires certification)
Type C
Industrial packages
Excepted packages
The type of package required depends on the nuclear substance being transported and its quantity, and the mode of transportation being used.

Q6. How are packages certified?

A6. CNSC technical specialists examine and scrutinize the safety analyses of the package designs provided by the package designer to determine whether it meets the necessary performance specifications. Only if a package meets all specifications is it certified and allowed to be used for transporting nuclear substances.

Q7. Why must users of certified packages be registered?

A7. Because nuclear substances must be transported in specific, certified packaging, CNSC regulates shipments by restricting the use of these packages. With this approach, only those who are registered by CNSC to use a certified package can transport nuclear substances, and they can transport only those substances for which the package was designed. Registration to use a certified package confirms that the registered person or company has the proper instructions to prepare the package for transport, has the necessary radiation

protection programs in place, and that they have quality assurance programs in place for the packaging itself.

Registered users are also required to ensure that all persons and parties involved in the transport of the certified package are trained to safely carry out their duties, including employees of companies they hire to transport the package.

Q8. When is a transport license required?

A8. A license to transport is required for higher-risk nuclear substances being transported within Canada, those being imported or exported, and those deemed as being "in transit." The types of nuclear substances which require transport licenses can be generally described as those which CNSC, and the international nuclear regulatory community, consider as warranting greater regulatory oversight and scrutiny due to their higher risk. A full listing of which substances require transport licenses can be found in the Nuclear Security Regulations and the Packaging and Transport of Nuclear Substances Regulations.

Q9. What does "in transit" mean?

A9. "In transit" applies to nuclear substances which originated in one foreign country and are destined for another which, while "in transit," make a stop in Canada, though Canada is not the destination.

Q10. How are those involved in the transport industry protected from the contents of packages containing nuclear substances?

A10. Companies that transport nuclear substances must train their employees in the proper handling and identification of those nuclear substance shipments in accordance with the Transport of Dangerous Goods Regulations for Class 7 material. Radiation protection programs must also be in place. All shipments of nuclear substances are required to have standard signage and shipping documents which clearly advise those encountering the package of its contents.

It is the responsibility of the sender of the shipment to ensure that the company transporting the nuclear substance has fulfilled its requirements for training and radiation protection. CNSC personnel regularly conduct compliance inspections to assess whether shipments of nuclear substances are carried out in compliance with applicable regulations.

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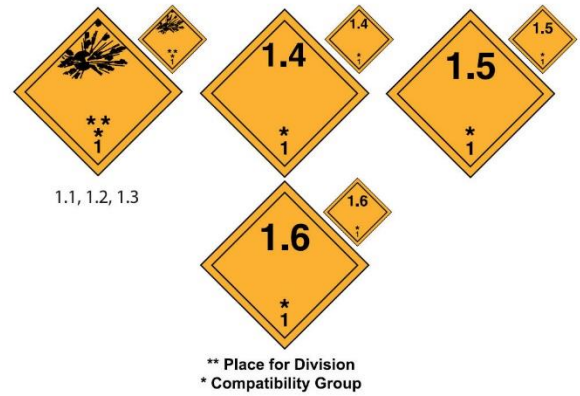
Annex H – Transport Canada, Marks of Safety

CLASS 1 – Explosives

There are six divisions in this category. To be included, the substance or article has the ability to be a mass explosion, fragment projection, fire hazard (along with a minor blast or projection hazard), may ignite or initiate during transport, be very insensitive with a mass explosion hazard, or extremely insensitive with no mass explosion hazard.



CLASS 2 – Gases

There are three divisions: flammable gases, non-flammable and non-toxic gases, and toxic gases.

Aerosols under UN 1950, AEROSOLS may be transported as flammable or non-flammable or non-toxic gases, depending on the properties of the aerosol.

CLASS 3 - Flammable Liquids

Based on a liquid's flash point and other properties, substances are included in this class if they are expected to be able to catch fire at common temperatures.

CLASS 4 - Flammable Solids; Substances Liable to Spontaneous Combustion; Substances That on Contact with Water Emit Flammable Gases

Class 4 has three divisions: flammable solids, substances liable to spontaneous combustion, and water reactive substances.

These substances may cause fire (through friction), become explosive when in contact with water, become explosive even with contact with oxygen (air), or undergo a reaction that will result in a stronger exothermic reaction (a reaction that releases heat). For example, Class 4.2 Substances liable to spontaneous combustion includes substances that will ignite within 5 minutes of coming in to contact with air.

CLASS 5 - Oxidizing Substances, including Organic Peroxides

The two divisions are oxidizing substances and organic peroxides.

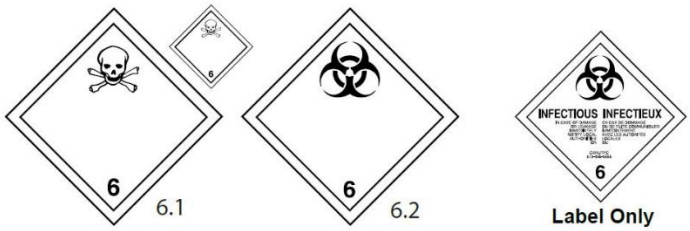
These substances may explosively decompose, burn rapidly, be sensitive to impact or friction, react dangerously with other substances, or cause damage to the eyes.

CLASS 6 - Toxic Substances and Infectious Substances

The two divisions are toxic substances and infections substances.

Substances are included in class 6 if they can cause death or serious injury or harm to human health if swallowed, inhaled, or in contact with skin.

Medical or clinical waste may also be classified as an infectious substance if they contain regulated properties.



CLASS 7 - Radioactive Materials Substances

CLASS 7 - Radioactive Materials Substances defined as Class 7, Radioactive Materials in the Packaging and Transport of Nuclear Substances Regulations. Commonly used in nuclear fuel rods (example: radioactive material - LSA (yellow cake)). There are three categories which indicate the surface radiation level for a package with Category I being the lowest level and Category III the highest.

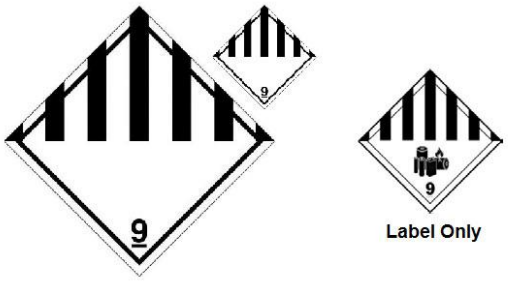
CLASS 8 – Corrosives

There are no divisions in this class. Substances are included in Class 8 if they are known to cause injury to the skin such as burns, destruction (thickness), or lesions.

CLASS 9 - Miscellaneous Products, Substances or Organisms

Substances are considered Class 9 when they are listed in column 3 of Schedule 1 in the TDG Regulation, or by other inclusions and exclusions as defined in the regulations.

Substances include those that present a danger sufficient to be included in the TDG regulations, but which cannot be assigned to any other class.



Label Only

[i] Any requirement to consult with the Provincial I Hazmat Duty Officer or when requesting the Provincial 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.

[ii] *Ibid.*
[iii] NBEMO activities and attendance are to occur in accordance with the NBEMO/OFM Memorandum of Understanding
[iv] The list of Frequently Asked Questions about Transporting Nuclear Substances above were extracted from the CNSC web site)