



Transport Canada and  
Infrastructure Canada

Transports Canada et  
Infrastructure Canada

Deputy Minister of  
Transport, Infrastructure  
and Communities

Sous-ministre des  
Transports, de l'infrastructure  
et des collectivités

Place de Ville  
Ottawa ON K1A 0N5

JUL 07 2014

His Worship R. Bratina  
Mayor  
City of Hamilton  
71 Main Street West, 2<sup>nd</sup> Floor  
Hamilton ON L8P 4Y5

JUL -2 2014

Dear Mr. Mayor :

Thank you for your correspondence dated April 22, 2014, regarding two extremely important issues that are the sharing of information to municipalities regarding goods transported by rail and notification procedures at the onset of a rail related emergency. I appreciate receiving your letter and want to assure you that the safety of all Canadians remains Transport Canada's top priority.

A number of municipalities have noted since the tragic accident in Lac-Mégantic last summer that dangerous goods information sharing between Canada's Class 1 railways and municipalities was limited, a situation that could pose challenges for local/municipal emergency response personnel. Following the accident, Transport Canada took additional steps to protect Canadians and the communities along the country's railway lines.

On November 20, 2013, Transport Canada issued a Protective Direction requiring railway operators to share dangerous goods data with municipalities and first responders. Canadian Class 1 railways are required to provide yearly aggregate information regarding the nature and volume of dangerous goods being transported on a quarterly basis. Any person transporting dangerous goods by rail that is not a Class 1 railway must also provide the same information on a yearly aggregate basis and notify municipalities of any significant changes as soon as possible.

To receive this data, municipalities had to designate an Emergency Planning Official and provide their contact information to Transport Canada. Transport Canada relayed this information to railway companies, so that they may provide the dangerous goods data directly to municipalities. Municipalities that registered have been receiving information since the end of March 2014. The Protective Direction provides municipalities and first responders with a better understanding of the dangerous goods being transported through their communities, which enables them to conduct proper risk assessments, emergency planning, and training of emergency response personnel. For more information on this registration process, please visit <http://www.fcm.ca/home/issues/more-issues/rail-safety/register-for-information-about-dangerous-goods.htm>.

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In respect of notification procedures, Transport Canada also operates the Canadian Transport Emergency Centre (CANUTEC), which offers a free national advisory service that assists emergency response personnel in handling dangerous goods emergencies on a 24/7 basis, providing real-time advice and notification. The emergency centre is staffed by bilingual scientists specializing in chemistry or a related field and trained in emergency response. These advisors can provide immediate advice over the phone and recommend actions to be taken, and those to avoid, in dangerous goods emergencies.

In the event of an emergency, railway companies are required to share information with Transport Canada through CANUTEC (for example, rail shipping documents) immediately following an incident. This enables CANUTEC to provide advice to emergency response personnel in dealing with a dangerous goods incident.

In January 2014, the Transportation Safety Board addressed recommendations to Transport Canada.

On April 23, 2014, our Minister announced that Transport Canada would:

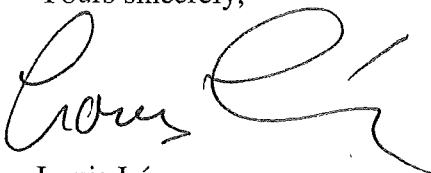
- remove the least crash-resistant rail tank cars from dangerous goods service;
- require the phase out or refitting of rail tank cars used to transport crude oil and ethanol that do not meet specified standards;
- require Emergency Response Assistance Plans for crude oil, gasoline, diesel, aviation fuel, and ethanol;
- create a task force that brings stakeholders such as municipalities, first responders, railways and shippers together to strengthen emergency response capacity across the country; and
- require railway companies to reduce the speed of trains carrying dangerous goods and implement other key operating practices.

In this context, let me assure you that effective response has been a key Departmental objective, and Transport Canada has been working closely with the railway industry and the Federation of Canadian Municipalities to enhance emergency response requirements for shippers and support firefighters' and other first responders' need for information, communications and coordination.

For more information, please visit <https://www.tc.gc.ca/eng/canutec/menu.htm>.

Once again, thank you for writing. Your insights in support of this important process are very much appreciated.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Louis Lévesque', written in a cursive style.

Louis Lévesque