



INFORMATION REPORT

TO:	Chair and Members Emergency & Community Services Committee
COMMITTEE DATE:	December 12, 2016
SUBJECT/REPORT NO:	Goods Transported by Rail and Notification Procedures (CES16067) (City Wide) (Outstanding Business List Item)
WARD(S) AFFECTED:	City Wide
PREPARED BY:	Randy Moss 905-546-2424, Ext. 3376
SUBMITTED BY:	David Cunliffe, Chief Hamilton Fire Department Community & Emergency Services Department
SIGNATURE:	

Council Direction:

City Council at its meeting of August 15, 2014 approved the following recommendation with respect to correspondence from The Honourable Louis Lévesque, Deputy Minister of Transport, Infrastructure and Communities in reply to the City's correspondence respecting goods transported by rail and notification procedures:

“Be received and referred to the Fire Chief for a report back to the Emergency & Community Services Committee.”

Also at its meeting of August 15, 2014, City Council approved the following recommendation with respect to correspondence from The Honourable Lisa Raitt, Minister of Transport, in reply to the City's resolution respecting railway safety:

“Be received and referred to the Fire Chief for a report back to the General Issues Committee respecting an update of the progress of real time data.”

Information:

The following will provide a progress update relative to the types of real time data and notification processes available to first responders responding to rail emergencies.

When responding to the scene of a rail incident one of the most critical functions that fire department personnel perform is an evaluation of the hazards and the risks associated with the incident. This process helps first responders determine whether or not to intervene, and what strategic and tactical options should be pursued to control the

OUR Vision: To be the best place to raise a child and age successfully.

OUR Mission: To provide high quality cost conscious public services that contribute to a healthy, safe and prosperous community, in a sustainable manner.

OUR Culture: Collective Ownership, Steadfast Integrity, Courageous Change, Sensational Service, Engaged Empowered Employees.

**SUBJECT: Goods Transported by Rail and Notification Procedures (CES16067)
(City Wide) - Page 2 of 4**

incident. Concise and accurate information regarding the cargo, the type of rail car used in its transport and the order in which the various cargoes have been arranged on the train is fundamental in ensuring the success of any emergency operations.

This information can be obtained by emergency responders in the following manner:

Shipping Documents (Train Consists)

Conductors on each train are required to carry train documentation (known as the consist). In addition Canadian Pacific (CP) railway or Canadian National (CN) railway Police can be contacted at any time by the responding agency and a copy of the consist can be requested and supplied via email or fax. Class 1 carriers (CN and CP Rail) have provided assurance that this information can be provided within 15 minutes or less of the request.

The Consist contains all or some of the following sections:

- Outbound Wheel Report – This lists each car in the train by initial and number beginning with the engine(s) followed by the first car in the train listed as numerical position 001. Any cars containing hazardous materials are indicated with special instructions of “dangerous” and list the UN or NA number for that railcar.
- Compressed Waybills – A compressed waybill is generated for a single car and/or multi-cars for each series of cars that are in sequential order on a train. This document contains the shipment information for hazardous/dangerous goods commodities. It includes the position in train, the proper shipping description that includes the proper shipping name, hazard class, name of the shipper and receiver of the shipment as well as the Standard Transportation Commodity Code (STCC), weight, UN number. Also includes emergency 24 hour contact numbers.
- Hazardous Commodities Document – This document lists the position on the train where the dangerous goods/hazardous materials are located. This document is updated if cars are lifted and set off enroute.
- Emergency Response Document – This document describes the Emergency Handling Precautions for cars.

AskRail

This is a mobile application to access train information during an emergency. AskRail allows responders to view real-time information on rail cars through their mobile devices for use in emergencies and for training purposes.

Emergency responders along a rail line can request access to the application. The Fire Chief must sign up and submit the information required for each person within their

**SUBJECT: Goods Transported by Rail and Notification Procedures (CES16067)
(City Wide) - Page 3 of 4**

department. Once the first responders download the AskRail application on their mobile device, they will simply enter the identification number located on the rail car into the app to identify the commodity inside.

AskRail can be used to obtain rail car information including:

- Loaded / Empty status
- Proper Shipping Name of contents
- UN/NA ID Number
- Hazard Class
- Railroad name
- Railroad emergency contact information.

The Hamilton Fire Department (HFD) is currently in the process of updating some of its cell phone technology to be able to utilize this application.

In addition, rail authorities anticipate that AskRail will be available for use in conjunction with PC based devices in the next few months, at which time the HFD will be applying for the necessary licenses in order to allow computers located in the department's Communications Centre and/or the Hazardous Materials Response Unit to access this data.

Traffic Density Studies – Protective Direction 36 (PD 36)

Protective Direction 36 was developed through consultations with the Railway Association of Canada (RAC), CN railway, CP railway, and the Federation of Canadian Municipalities (FCM) and its members. Traffic Density Studies provide valuable information to communities for the purpose of emergency preparedness and planning; they have no immediate value at actual incidents.

PD 36 requires Canadian Class 1 railways to provide registered municipalities with:

- dangerous goods reports twice a year, immediately upon request;
- dangerous goods reports four times a year within 24 months; and
- a standardized format for presenting data.

Dangerous goods data provided by railways to communities will include:

- information on the number of unit trains;
- percentage of railway cars transporting dangerous goods;
- information on the nature and volume; and
- number of trains.

Short line railways must continue to provide a yearly report to municipalities, which is now due on March 15 every year.

**SUBJECT: Goods Transported by Rail and Notification Procedures (CES16067)
(City Wide) - Page 4 of 4**

In conclusion, since the Lac Megantic rail tragedy, the Federal Government has been working with a national stakeholder group to help increase the timeliness and availability of rail information for first responders as identified above. To this end, the HFD now has the ability to acquire and review information relative to what types of products are being transported through our City on a regular basis. This information is extremely useful in being able to facilitate the review of available resources to deal with a potential emergency as well as the development of the applicable training programs.

Additionally, the HFD is now, at the time of a rail emergency, able to acquire the critical rail car inventory (Train Consists) from the Class 1 carriers (CN and CP Rail) in a more timely manner (within 15 minutes or less of the request), as opposed to searching out the engineer or conductor for the information at the site.

Currently the HFD is acquiring the ability to utilize the AskRail mobile application that will increase the availability of the rail car information to real time. All of the identified enhancements are helping to support the HFD's ability to be prepared for a potential rail emergency and, should one take place, be able to develop a more timely mitigation/action plan for the incident.

The Federal Government and the national stakeholder group continue to actively work on development of increased safety and response initiatives for the Canadian Rail Industry.

OUR Vision: To be the best place to raise a child and age successfully.

OUR Mission: To provide high quality cost conscious public services that contribute to a healthy, safe and prosperous community, in a sustainable manner.

OUR Culture: Collective Ownership, Steadfast Integrity, Courageous Change, Sensational Service, Engaged Empowered Employees.