

Transportation Emergency Assistance Program (TEAP III)

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Presentation overview



- CIAC®
- Responsible Care®
 - > Transportation Elements
- Evolution of Transportation Emergency Assistance Program (TEAP® I, II and III)
- TEAP III standards and assessment development and implementation



Who is the CIAC?



- 50+ leading companies engaged in the business of industrial chemical and resin manufacturing representing about 60% of total CDN production
- \$26 billion annual sales
- CIAC Responsible Care Partners who transport chemicals



CIAC in BC



- ✓ Ashland, Kelowna
- ✓ Canexus, North Vancouver
- ✓ CCC Group, Delta
- ✓ Chemtrade Logistics, Prince George
- ✓ ERCO, North Vancouver
- ✓ FMC, Prince George
- ✓ Methanex, Vancouver
- ✓ Northwest Tank Lines, Langley
- ✓ Ken Johnson Trucking, Langley



CIAC Markets



- About three-quarters of production is exported to the United States and offshore markets
- Need to rely upon safe and efficient transportation to receive raw materials and to ship products to customers in North America and exports to global markets



CIAC Responsible Care



- Condition of membership since 1985
- Commitment to improved health, safety and environmental performance and to social responsibility
- Ethic and three Codes of Practice apply to the life cycle of chemicals



Transportation Elements



- ✓ Select safest mode
- ✓ Select safest routes
- ✓ Select safest carriers
- ✓ Immediate emergency response
- ✓ Security of shipments
- ✓ Inform and train communities along transportation corridors



TEAP Evolution

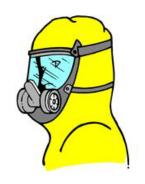


TEAP I – 24-hour national telephone system

TEAP II – On-scene mutual aid response network

TEAP III – Program with standards for CIAC members and on-scene service providers







TEAP III: June 2006



- CIAC-wide consultations took place
 - ➤ If we don't manage our transportation incidents... someone else will... Be involved voluntarily and assist in managing incident responses or be directed
- TEAP III options developed
- CIAC Board decision establishes TEAP III









TEAP III: Mandate



- Develop standards for CIAC Member Companies and their TERSPs, assessments for both, register TERSPs
- To maintain an identified emergency response network with the capability and capacity to safely and efficiently respond, control, contain, stabilize and mitigate the impacts of a chemical transportation incident.



CIAC Transportation Emergency Response Standard



- Applies to road and rail modes
 - Does not include air mode or pipeline
- Covers all materials shipped/imported by members (non-dangerous, dangerous, ERAPable, waste, hazardous waste, recyclable...) but modified with respect to incident hazard assessment



CIAC Transportation Emergency Response Standard



- Technical Advisor available 24/7 to attend incident
- Home Coordinator and Spokesperson
- On-scene response capability (TER team and equipment) whether in-house, mutual aid or contracted resources



TEAP III Team



- CIAC Chemistry Industry Association of Canada
- CACD Canadian Association of Chemical Distributors
- CN Canadian National railway
- CP Canadian Pacific railway
- RAC Railway Association of Canada



TEAP III Team



- CERCA Canadian Emergency Response Contractors' Alliance
- CHLOREP Chlorine Institute Emergency Plan (Canadian members)
- CFA LSEP ECRC Canadian Fuels Association, Land Spill Emergency Preparedness, Eastern Canada Response Corporation
- TDG Directorate, Transport Canada



TEAP III Team



- Team III Team developed "ER contractor standard" and coined new terms:
 - ➤ Transportation Emergency Response Service Provider (TERSP)
 - > TEAP III Transportation Emergency Response Service Provider Standard (TERSP Standard)



Basic Approach



Cover requirements for:

- Management
- Activation and Response
- Resources (personnel, equipment and materials, contact lists, third party resources and mutual aid)
- Preparedness (training, exercises, and equipment maintenance)



Transportation Emergency Response Service Provider Standard



- Minimum "must have" at the assessed location:
 - Manned 24-hour activation number
 - Two trained Team Leaders and two trained team members
 - Sufficient liability, property damage and/or environmental insurance (\$5 million coverage)
 - Canadian business address
 - > Letter of clearance from WCB, WSIB, CCST or similar
 - Essential Equipment



Phase 1: 2008-2009



- 12 CERCA member locations (volunteers) assessed
- Field testing of new assessment system
- \$5000 per location
- Some assessment questions or the intent needed clarification



Phase 2: 2010-2011



- 14 CERCA member locations assessed
- Implement upgraded TEAP III TERSP Standard Assessment form
- Commence submission of annual updates (self-reports)
- TEAP III TERSP Standard Assessment
 Management Process document completed



Phase 3: 2012-2013



- 16 CERCA member locations will be assessed
- Strengthen assessment management process
- Focus on training and debriefing, gap analysis and corrective actions
- CIAC website postings of all TEAP III related documentation (bilingual) and reports



What TEAP III TERSP Standard Assessment does...



- Assures that the registered TERSP location meets the TEAP III TERSP Standard
- Checks that a management system is in place
- Checks on TERSP training, equipment and maintenance records
- Registers by name all fully trained and current TERSP personnel



What TEAP III TERSP Standard Assessment does not...



- Assess a TERSP as competent for ALL materials
- Assess sub-contracted TERSPs
- Assess against geographic terrain, weather conditions, modes
- Establish a response fee structure



WARNING!!



- Clients must still complete your own assessment of your TERSP and their sub-contractors for your specific material
 - > TEAP III assesses the infrastructure of the TERSP location
 - > 80-90% of training is common for all dangerous goods incidents



What is the end result?



- If a transportation incident involving a TEAP III member – confidence in a quick, professional response
- Registry of assessed Transportation Emergency Response Service Providers
- Improved TER capability and capacity across the country



Issues To Be Addressed



- There are gaps in TERSP coverage, how to close?
- There could be gaps in CIAC members TEAP III compliance that need to be addressed by CIAC collectively



The Challenge



For industry (shippers, carriers) and governments (municipal, provincial, territorial and federal) the challenge is:

How to sustain a competent private sector transportation emergency response capability when we strive to have zero incidents?



Want to Know or See More?



www.canadianchemistry.ca/TransportationBRSafety/TEAPIII.aspx

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