



**CERCA**  
**Communi qué**

Issue 2, Summer 2006

The official magazine of the Canadian Emergency Response Contractors' Alliance

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**Safety is good business**

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**CERCA  
UPDATE**

# About CERCA

UNDER THE AUSPICES OF THE Transportation Emergency Assistance Plan (TEAP) Committee of the Canadian Chemical Producers' Association (CCPA), an Emergency Response Contractor Task Force was formed in 1992 with the remit "to foster the establishment of a sound, dangerous goods emergency response contractor network in Canada".

The Task Force was comprised of members from: CCPA, Transport Canada, railway carriers and emergency response contractors. Other organizations that joined the Task Force include: Canadian Fertilizer Institute, Canadian Trucking Association and CANUTEC in 1994; Association of American Railroads (Bureau of Explosives) in 1995; and, the Canadian Association of Chemical Distributors and National Environmental Emergency Centre (Environment Canada) in 1996.

In 1997, the committee members redefined its goals to reflect the broad industry support for their efforts. On that basis, the Canadian Emergency Response Contractors' Alliance (CERCA) was created.

The mandate of CERCA is "to provide and promote a sound dangerous goods emergency response contractor network in Canada". To fulfill the mandate, the current objective is to:

- Develop standards and verification (3-year cycle) process for emergency response contractor sites.
- Communicate the CERCA activities to all stakeholders in land transport emergency response involving dangerous goods.
- Promote the advantages of membership and communicate to all carriers, manufacturers, industry associations and governments.

CERCA identifies seven contractor regions throughout Canada: British Columbia, Alberta, Saskatchewan / Manitoba, Ontario, Quebec, the Maritimes, and Newfoundland.

CERCA publishes a guide for verification of emergency response contractors including basic emergency response equipment requirements and training guidelines. The guide is available online on the CCPA website.

The cornerstone of CERCA is the verification process whereby all contractors are verified for their emergency response capability based on the contractor's self-assessment. A Verification Team, comprised of a minimum of two people (preferably one shipper and one carrier) with emergency response experience, visits a contractor's site to review documentation and view equipment. All members of the Verification Team are required to undergo mandatory training.

Verification is NOT an audit, approval or endorsement of a contractor. Verification only applies to the contractor's capability. Increased or reduced capability after the verification date may occur and it is the responsibility of the contractor to inform current and potential clients of such changes.

The CERCA Operating Committee meets bi-annually to ensure its objectives are being met and to discuss important issues related to emergency response in Canada. Contractors and stakeholders across Canada are invited to join and partake in CERCA activities.

## CERCA Members



CERCA CONTINUES EVOLVING WITH expanding membership, strong alliances and more professional development. There

and organizations outside of the country are taking notice. Another reason is because, as emergency responders, we are

work, and that's what CERCA is all about. If you have interest in any aspect of the emergency response industry in Canada,

# From The Editor

are currently over 25 members within CERCA who participate in public, government and industry functions in addition to operating their business efficiently.

There is enthusiasm on the part of all CERCA members. The reason for this is because we feel we are shaping excellence for emergency response services in Canada to the point where provincial governments

trained and accustomed to working as an effective team. Even though most of us compete in the same market, we understand the importance of working together to develop and maintain a sound emergency response network in Canada. Together, we have and will continue to set benchmarks for professional development within this growing industry. That's team-

join CERCA! Help us set the pace and continue to improve.

I know our magazine will provide you with some insight as to what CERCA is all about and will inspire you to join our dynamic team.

*Lyle Cloutre, Editor*

*Lyle Cloutre is a principal and manager for Envirotec Services Incorporated in Saskatoon, Saskatchewan. He can be reached at lcloutre@envirotec.ca*

## CERCA Communiqué

The official magazine of the Canadian Emergency Response Contractors' Alliance

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### British Columbia

CEDA Emergency Response  
Quantum Environmental Group

### Alberta

CEDA Emergency Response  
ECL Group of Companies Ltd.  
Eveready Emergency Response Team  
Shield Specialized Emergency Services Inc.

### Saskatchewan

Envirotec Services Incorporated

### Ontario

Drain-All Ltd.  
Echelon Response and Training Inc.  
Environmental Services Inc.  
Fielding Chemical Technologies Inc.  
Harold Marcus Limited  
Hulcher Services Inc.  
Newalta Corporation  
Potter's Pumping Service Ltd.  
TEAM-1 Environmental Services Inc.

### Quebec

Veolia Environmental Services  
MD-UN/RSR Environnement

### New Brunswick

RST Industries

### Association Members

Canadian Chemical Producers' Association (CCPA)  
Canadian Fertilizer Institute (CFI)  
Canadian Petroleum Producers' Institute (CPPI)  
Canadian Trucking Alliance (CTA)  
Canadian Association of Chemical Distributors (CACD)  
Railway Association of Canada (RAC)

### Corporate Members

C.N. Rail  
Canadian Pacific Railway

### Ex-Officio Members

CANUTEC  
Environment Canada  
Transport Canada

### Editorial Information

The CERCA Communiqué is published biannually by the Canadian Emergency Response Contractors' Alliance (CERCA). The purpose of the magazine is to communicate CERCA activities to dangerous goods manufacturers, shippers, carriers and response groups in both the public and private sectors throughout Canada. Opinions expressed by authors and contributors to the CERCA Communiqué are not necessarily those of CERCA or its members.

Material submitted should be of current interest to the dangerous goods emergency response industry within Canada and aimed at achieving the newsletter's purpose.

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Distribution: The CERCA Communiqué is a free publication distributed in both French and English languages to a broad range of sectors including: government, chemical producers, transportation (including road, rail, air, and marine), environmental, industrial, and agricultural. Additionally, the CERCA Communiqué is distributed to members of leading industry associations including: the Canadian Chemical Producers' Association (CCPA), the Canadian Trucking Alliance (CTA), the Canadian Fertilizers Institute (CFI), the Canadian Petroleum Producers' Institute (CPPI), the Eastern Canadian Response Corporation (ECRC), and the Railway Association of Canada (RAC) to name a few.

Advertising Information: Advertising opportunities are available in the CERCA Communiqué. Please contact the Editor for advertising rates and details.

Cover photo courtesy of Envirotec Services Incorporated

THE CERCA OPERATING COMMITTEE meeting last April was a tremendous success. Over thirty industry and government members from Vancouver to Saint John met in Saskatoon, Saskatchewan for the two-day meeting hosted by Envirotec Services Inc. and SaskFerco (Canadian Fertilizer Institute).

The Canadian Association for Chemical Distributors (CACD) dedicated their involvement with CERCA by appointing Greg Ayres to sit on the Operating Committee. The Eastern Canadian Response Corporation (ECRC) was in attendance to show their interest to CERCA and to build on a continuous working relationship between the two organizations.

Kathleen Corriviau and Ron Lutzer of Transport Canada provided an update on the CBRN Response Program and provided clarification on the ERAP (Emergency Response Assistance Plan) approval process. Mr. Lutzer also provided information on the new regional structure of Transport Canada.

Andy Ash (RAC) and Bill Hay (Canadian Pacific Railway), whom are leading the contractor verification team, provided an update on the verification status and provided a list of contractors that are due for re-verification. In total, 12 re-verifications are scheduled for completion by spring of 2007. Euroway Industrial Services (Winnipeg, MB), Clean Harbors (Halifax, NS), Newalta, formerly PSC (Hamilton, ON and Delta, BC), Drain-All Ltd. (Ottawa, ON), Potter's Pumping Service (Thunder Bay, ON), Envirotec Services Inc. (Saskatoon, SK), MDUM / RSR (St. Amable, QC), Miller Environmental (Winnipeg, MB), and Northwest Tank Lines (Langley, BC) are all due for re-verification. Quantum Environmental (Richmond, BC) and Fortress Environmental (Guelph, ON) are the newest contractors to join CERCA through the verification process sometime this year. In total, 26 emergency response contractors are verified across Canada.

Louis Laferrière (CCPA), who could not attend the meeting in person, provided a TEAP update via a telephone conference call. He

mentioned that stakeholders of TEAP are meeting to discuss their goal of better emergency response coverage and control throughout the country. The Operating Committee reinstated its commitment to TEAP and offered to assist in achieving its goals.

Mr. Laferrière also put forth a motion to facilitate a more streamlined management structure for CERCA. Due to an ever increasing membership interest and the fact that the Operating Committee meets only twice annually, Mr. Laferrière recommended that the executive committee be appointed the authority to make decisions without consent from the entire Operating Committee. The Operating Committee accepted and carried Mr. Laferrière's recommendations. A subcommittee was created to formulate the new reorganization structure for CERCA. The subcommittee, consisting of Curtis Myson (Eveready), Bob Goodfellow (Newalta), Greg Ayres (CACD) and Art Vesterfelt (CN Rail), will report on their restructuring recommendations next meeting.

For the third meeting in a row, the marketing and communications strategy of CERCA was a source of much discussion. Committee members provided feedback on the inaugural issue of the Communiqué and agreed that continuation of the newsletter was in the best interest of CERCA.

The Operating Committee continued on the topic of developing an independent web site for CERCA. The committee agreed that it will develop a web site by the end of 2006 which will feature information on CERCA activities, an interactive member directory as well as



access to the most recent edition of the Canadian Emergency Response Contractors Guide.

The next scheduled meeting will be hosted by Eveready Industrial Services in Edmonton, Alberta on October 3rd and 4th, 2006.

## CERCA Spring Meeting Saskatoon, Saskatchewan April 25-26, 2006

### Hosted By:

Lyle Clouatre – Envirotec Services Incorporated  
Kevin Bates – SaskFerco (Canadian Fertilizer Institute)

### Attendees:

Al Read – Petro-Canada (CPPI)  
Andy Ash – Railway Association of Canada (RAC)  
Art Vesterfelt – C.N. Rail  
Bill Hay – Canadian Pacific Railway  
Bill Preece – Contrans Corp. (Canadian Trucking Alliance)  
Bob Goodfellow – Newalta Industrial Services  
Cam McKenzie – Imperial Oil (CPPI)  
Cathy Courage – TEAM-1 Environmental Services Inc.  
Kathleen Corriviau – Transport Canada (CBRN)  
Curtis Myson – Eveready Industrial Services  
Debbie Connor – TEAM-1 Environmental Services Inc.  
Don Schulenberg – Fortress  
Earl Nickerson – RST Industries  
Gary Kieley – Fielding Chemicals  
Greg Ayres – Canadian Association of Chemical Distributors  
Jean-Claude Morin – MD-UN / RSR  
Kevin Bates – Saskferco (CFI)  
Lyle Clouatre – Envirotec Services Incorporated  
Mark Brown – Eastern Canada Response Corporation  
Mark Jasper – Echelon Response  
Mark Nadeau – Shield Specialized Response Services  
Patrick Knight – CEDA  
Paul Pouliotte – Eastern Canada Response Corporation  
Phil Linder – Quantum Environmental  
Pierre Richard – Veolia (Onyx)  
Rick Lefebvre – Drain-All Ltd.  
Ron Lutzer – Transport Canada  
Scott Christon – Hulcher Services  
Todd Davidson – Environmental Services

## The Dangerous Goods Team

SAFE, SECURE, RELIABLE



Photo courtesy of CFI

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## Is Environmental Regulation Complex?

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Brian Wastle  
**613-237-6215 ext. 232, or**  
[bwastle@ccpa.ca](mailto:bwastle@ccpa.ca)



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Canada's  Fabricants de  
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Chemistry – a part of everyday life.

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SAFETY AND SERVICE IN THE RAILWAY industry has a direct effect on a company's bottom line.

Rail shippers these days demand their products are delivered just in time, have scheduled delivery times and be damage free.

The railways demand that employee safety, environmental responsibility, customer service and emergency preparedness take precedence.

Certainly there are rules and regulations that must be followed, but extra steps are taken to ensure not only compliance to regulations but to communicate to the public and first responders the railway's commitment to safety.

One of the ways this occurs is using Responsible Care®.

## So what is Responsible Care?

To quote the Canadian Chemical Producers' Association:

*"Responsible Care was launched by CCPA in the mid 1980s to deal more directly with public concerns over chemicals and their impact on the world we live in. A set of initiatives that reflects a commitment to making the entire chemical lifecycle safer, from research and development of new chemicals, to the use, reuse and disposal of existing chemicals, Responsible Care provides a clear set of guiding principles and codes of practice to which every CCPA member and partner company must comply."*

## What does this have to do with the Railway industry?

To begin with CN and CPR are partners in Responsible Care as transporters of dangerous goods. This means that they abide by the principals of Responsible Care and have been independently verified.

Specifically the railways concentrate on one of the six Codes of Practice, that being Transportation or TransCAER® (Transportation Community Awareness and Emergency Response).

# Safety Is Good



Courtesy of Rail Association of Canada

by: *Andy Ash*, Railway Association of Canada

This deals with living up to our transportation responsibilities for the transport of dangerous goods by "walking the walk". Much attention is paid to community outreach, first responder training, internal audit, emergency preparedness, security, and effective emergency response.

Since 1999, the Railway Association of Canada (RAC) has developed a Dangerous Goods team to assist the 32 shortline railways in Canada that haul dangerous goods in these very principals. The RAC DG Team consists of three Transportation of Dangerous Goods Specialists that cover all of Canada.

In order to compete as a transportation business domestically and internationally, railways insist their employees are producing their maximum efforts while performing their duties with all personal safety while respecting the environment.

## How does this happen?

Railways have impressive safety programs

while keeping communication lines open with employees to discuss, develop and implement new safety standards and practices.

The RAC DG Team conducts regular training, inspection and audits to ensure the railways fully knowledgeable of regulations and standards with the final goal of being as safe as they can possibly be.

## "Walk the walk"?

You bet. Canada's railways statistically have the safest operations in North America.

Railways in Canada transport hundreds of thousands of dangerous goods shipments carrying millions of gross tons of product over hundreds of thousands of kilometers annually. Because of these great distances being traveled, railways operate through hundreds of emergency service jurisdictions and populated areas.

Anytime we move in transport there is a risk of incident. In the unlikely event of an incident,



Courtesy of Rail Association of Canada

railways take great measures to ensure that they can respond swiftly and safely to an incident.

There is much “ground-work” that needs to take place to achieve this final goal of responding to an incident, remediating it and resuming normal operations.

# Business

This is why railways, with the assistance from the RAC Dangerous Goods team ensure all emergency plans are tested and communicated to those emergency services that would eventually interact with the railway to bring an incident to a successful conclusion.

Railways participate in TransCAER presentations, community outreach events and incident simulations in order educate first responders about the inherent dangers of working in a rail operations environment when responding to incidents on the railway property. The goal is to visit as many of these jurisdictions as possible so that the first response community knows what to expect from the railways and railways can learn what to expect from the response community.

Railways also work in close conjunction with emergency response contractors, industry response teams and regulators.

## *For example:*

**Community Outreach** – railways conduct open houses and safety days to inform the public of measures that are taken by railways to ensure safe transportation while communicating the dangers of trespassing and level crossing safety.

**TransCAER presentations** – the railways will work with their customers and emergency contractors to educate first responders on how conduct safe initial emergency response to incidents on railway property.

**Incident Simulations** – the RAC and its member railways either conduct or participate in

simulated railway incidents with communities and their first responders.

These simulations take many forms, such as, table top exercises, multi modal simulations and full mock scenarios that may involve complex evacuation or multiple casualties.

There have been hundreds of presentations and training courses conducted by the railways in Canada. This has proven itself effective because there are cases of incidents involving a railway in a jurisdiction that has had the railway training and the response, cooperation, safety, and final outcome has been excellent.

The railways in Canada are the safest in North America and continue to get safer.

In conclusion, we learn from past experiences to run safer and we strive to run safer to build our customers’ business yet we must prepare to deal with incidents if they present themselves.

## Does it work?

We in the railway industry believe it does.

## FOCUS ON PROTECTIVE CLOTHING

For more than 200 years DuPont has responded to the world’s safety needs with industry-leading technologies and innovations. DuPont Personal Protection puts this focus on the clothing and equipment which protect men and women in the workplace, including a wide range of proven, science-based solutions and some of the most trusted names in the industry, such as Tyvek®, Tychem®, Nomex® and Kevlar®.

## DuPont™ Tychem® ThermoPro The New Single Layer Suit for Chemical and Flash Fire Hazards

DuPont has innovated a garment protection breakthrough that hazmat teams, first responders and workplace safety experts in the chemical and petrochemical industries have wanted for years – a single-layer suit that provides protection from flash fire and chemical hazards in a durable, high strength easy-to-wear garment.

DuPont combined the science behind its thermal protection and chemical technologies to create DuPont™ Tychem® ThermoPro. The company’s patented Tychem® barrier technology has been integrated with the inherent flame resistant technology of DuPont™ NOMEX®.

Dr. James Zeigler, DuPont research associate, said, “When response time is critical, the new dual-protection garment saves valuable seconds of assessment devoted to the tradeoffs between chemical protection and thermal protection.”

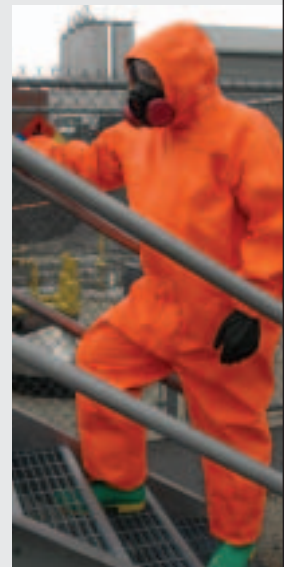
The garment has an array of functional features in addition to its dual protection barrier technology,

including lightweight fabrication, respirator fit hood and hooded overall design. Other Tychem® ThermoPro attributes include:

- Permanent thermal protection that will not wash out or wear away. (intended for multiple wears until damaged or contaminated)
- Resists permeation by a broad range of industrial chemicals and chemical warfare agents.
- The suit does not burn, melt or drip.
- Available in highly visible orange or discretionary grey.

The Safety Equipment Institute has certified that Tychem® ThermoPro is compliant with the requirements of NFPA 2112 and NFPA 1992. NFPA 2112 is the Standard on Flame Resistant Garments for Protection of Industrial Personnel against Flash Fires (2001 Edition). NFPA 1992 is the Standard on Liquid Splash Protective Ensembles and Clothing for Hazardous Materials Emergencies (2000 Edition).

If you require more information on the single-layer garments with patented DuPont™ Tychem® ThermoPro dual-protection, call Carolyn Black, Thermal Protection Specialist, Canada 403-217-9696, Dan Guitar, Personal Protection Specialist, Ontario and Western Canada 519-504-3456 or Robert Hébert, Personal Protection Specialist, Ottawa, Québec and Eastern Canada 514-895-9153.



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# Harold Marcus Ltd.

Bothwell, Ontario

CERCA Member Since: **2003**



SINCE ITS FORMATION IN 1946, HAROLD Marcus Limited has grown from a local crude oil hauler to a multi-faceted company with operations throughout Canada and the United States. For 60 years, Harold Marcus has been recognized as a specialist in chemical, crude oil, and hazardous waste transportation. Harold Marcus has offices in Bothwell, Sarnia, Brantford, Montreal and Chicago.



In 1997, Harold Marcus recognized a need to provide an emergency response service not only for their own internal response incidents, but as a service to their governmental, industrial, and municipal customers. The company initiated a formal emergency response program and has been in the response business for nearly 10 years.



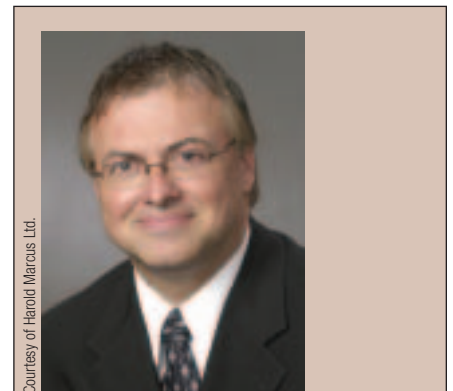
Harold Marcus attributes the success and its outstanding reputation of its response service to three main factors: 1) a thoroughly equipped and well planned response team; 2) emergency support by way of a fleet of specialized transportation equipment; and, 3) the capability to transport and dispose of hazardous waste materials that may generated from an spill incident.



All Harold Marcus drivers are trained in basic spill response as well as the safe handling of chemicals and hazardous waste. Additionally, the company has an emergency response team whom are trained to more advanced levels of emergency response including NFPA 472 competency standards.

Harold Marcus has the capability of responding to emergency situations involving all

modes of transport. The details of Harold Marcus' response capabilities are outlined within the latest edition of CERCA's *Canadian Emergency Response Contractors Guide* which is available online at [www.ccpa.ca](http://www.ccpa.ca).



Randy Badiuk has sat on the CERCA Operating Committee since 2003. Randy is the Manager of Compliance and Safety for Harold Marcus Ltd.

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