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submitted via email: Tracey.Braun@gov.mb.ca & EABDirector@gov.mb.ca

July 4, 2019

Ms. Braun,

Re: Vale Ltd., Manitoba Operations: Rail Loadout trial – extension of trial

On March 25, 2019 Vale received approval from your branch to conduct a trial for the period of 4 months. The purpose of the trial was to validate the possibility of using rail to transport the concentrate from Thompson to Sudbury.

Given the success of the trial, Vale is requesting approval to extend the rail trial until October 31st 2019, or onset of inclement weather, at a rate of approximately 10 cars per week upon approval of this letter. The trial extension will continue to assist us in determining the feasibility of the project, validate our transit times, reduce traffic on the Thompson to Winnipeg route and help to plan for full production. We will continue to maintain the same environmental controls as done in the current trial.

To date we have shipped 45 cars to Sudbury, containing 3702 wet metric tonnes (8,195,100 lbs) of concentrate – a reduction of 93 trucks of product between Thompson and Winnipeg. During the trial we were able to load on 9 days over the span of 4 months, loading 5 cars per week on average, and shipping from site on Thursdays. Loading typically began at 9:30am and finished at approximately 4pm; taking an average of 45 minutes per rail car. There was some trial and error at the beginning, however the team has been stellar at ensuring that the loading practice is at its most safe and efficient practice. Depending on rail traffic, the arrival time to Sudbury varied from 7 – 14 days.

Attached, as appendices, are a calendar outlining loading days, and weather/production delays, as well as data from the air monitoring testing that was conducted during the loading. Four air monitoring stations were set up surrounding the loading site, at distances of ~30m from the bunker. A total of 61 tests were conducted over the 9 days. Results from the tests were compared against the Canadian Ambient Air Quality Standard for PM_{2.5}, and Manitoba's Maximum Acceptable Concentration Limit for PM₁₀, and for Nickel in particulate matter in ambient air. 100% of the test results were below the Canadian Ambient Air Quality Standard for PM_{2.5}, 86% were below Manitoba's Maximum Acceptable Concentration Limit for PM₁₀, and 71% of the test results were below the Manitoba Maximum Acceptable Concentration Limit for Nickel in PM in ambient air. One set of data, from June 25, is still outstanding.



Concurrent to this work, Vale is preparing an NoA submission, where we will request to use our existing shear shed (south end of the refinery) as a temporary solution to load rail cars inside a building until final engineering, evaluation, permitting, and construction (if necessary) of a final solution is in place.

We thank you in advance for your consideration on this extension, and please feel free to contact me for any clarification on this submission.

Sincerely,

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

Lyle Safronetz
Vale; Manitoba Operations
P.O. Box 5000, Thompson, Manitoba

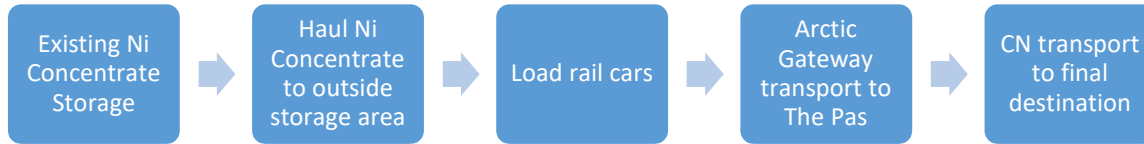
Cc:

Ms. Siobhan Burland Ross, Manager; Municipal & Industrial Sector, EAB
Ms. Jennifer Winsor, Environmental Engineer, EAB



The Process:

The Rail car Loading trial process is outlined below:



Outside Loading Gondola Cars :

For full-scale execution, we will be loading rail cars inside the existing shear shed. The shear shed will require some modifications to make it suited for purpose. For the trial, we request allowance to continue loading rail cars outdoors. Vale has existing rail lines and rail scale that service the west side of the plant site between the smelter (currently closed) and slag pile. This trial will consist of hauling Ni concentrate from the existing storage area to an outside, rail trans-loading area. We anticipate loading approximately 10 car strings during each loading period.





Material Handling

The Ni concentrate will be transported from the concentrate storage building to a 3 sided, temporary containment area constructed with cement blocks. The temporary area will accommodate no more than 100 tonnes of Ni concentrate; approximately 1 gondola car of material. The concentrate will only be hauled to the temporary area when gondola cars are spotted and are ready for loading.

The location of the temporary containment area has been selected to ensure that water will not pool in the area after precipitation events.

Covered dump trucks, excavators and loaders will be utilized to load, haul and move Ni concentrate from the storage building to the temporary containment

Once the gondola rail cars are spotted, lids will be removed, Ni concentrate will be loaded with an excavator, and lids replaced. Expected time to load one gondola car is 20 minutes.

Once all the gondola rail cars have been loaded, they will be released for transport to Sudbury, Ontario.

Environmental Controls

The environmental controls outlined below would continue to be in effect. For a detailed calendar of loading, weather conditions and dust monitoring please see the attached environmental calendar. Outside material handling activities will only occur when wind speeds are below 25 km/h, and no precipitation. A containment area has been built at the loading site to minimize the footprint. The trucks hauling to the loading area will be weighed and maximum storage of 100 tonnes to minimize exposure to the environmental elements.

Rail cars will be loaded with an excavator to reduce potential dust generation, spillage, and allow for balancing of loads in the car. This is common practice and currently utilized in Winnipeg and at Port of Quebec for loading/unloading of railcars. If, for any reason, there is remaining concentrate not loaded into rail cars it will be transported back to the storage facility at the end of days loading activities. Sand is currently being used as an additional buffer between the concentrate and the ground.

Dust monitoring will be conducted during the loading of the rail cars to assess dusting conditions. As well, data from the government operated ambient air quality station will be reviewed during the trial.

Once the trials are complete, the temporary storage area and rail car loading area will be disassembled and remediated.

Environmental impacts/benefits

Currently there are 10-16 trucks @ 41 tonnes each on the road 6 days per week. If the test is successful, and all material can be moved by rail we will remove 60-96 trucks per week along with reductions in air emissions and GHG's. Less truck traffic will also greatly reduce the risk of interactions between heavy trucks and public vehicles.



Full rail movement of the product will also eliminate the need to unload trucks and load railcars in Winnipeg, therefore reducing air emissions.

Trial loading duration

The current trial has been approved for approximately four months; tentatively March 18th – Jul 15th, 2019. We would like to extend this trial until October 31st 2019.

The existing trial allowed for up to 5000 tonnes of concentrate.

	End date	Cars per week	Gondola size (tonnes)	Tonnes weekly	Weeks	Total Tonnage
Original	July 15	5 gondolas	90 T	450T	17	5,000
Extension	October 31	10 gondolas	90 T	900T	18	20,000

Outcomes of the trial

The trial will determine the equipment/facility required to successfully load the cars and handle rail car lids for a full-scale operation. It will also determine the travel times and the number of gondola cars required to successfully maintain a constant source of concentrate for the Sudbury Smelter.

All data from the trial will be compiled and utilized to submit the full Notice of Alteration for the project at a later date.

Emergency Response Plans

Emergency Response Plan information from both HBR and CN are included as attachments.

Appendices

Appendix A Environmental Tracking Calendar

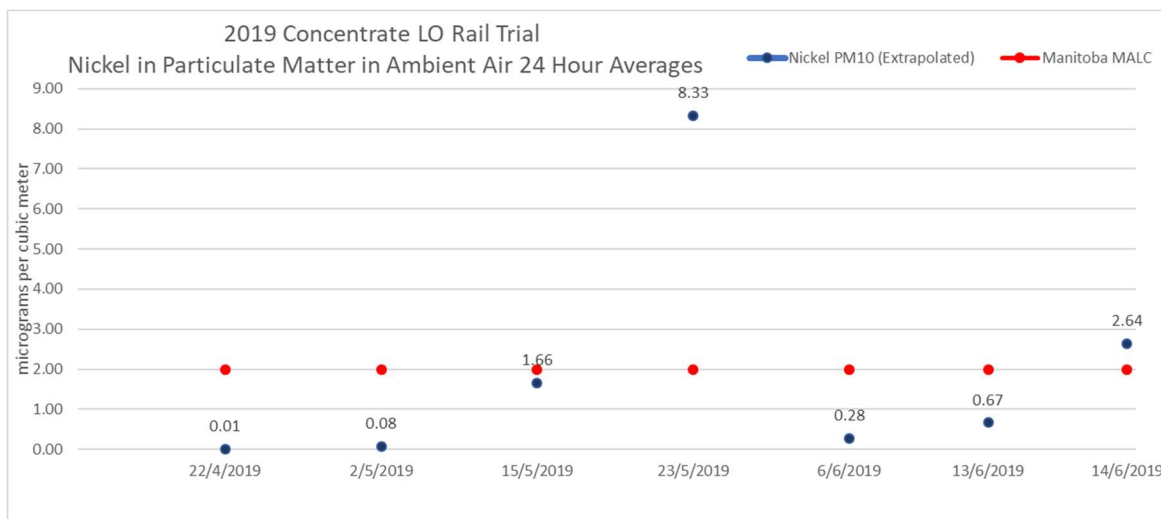
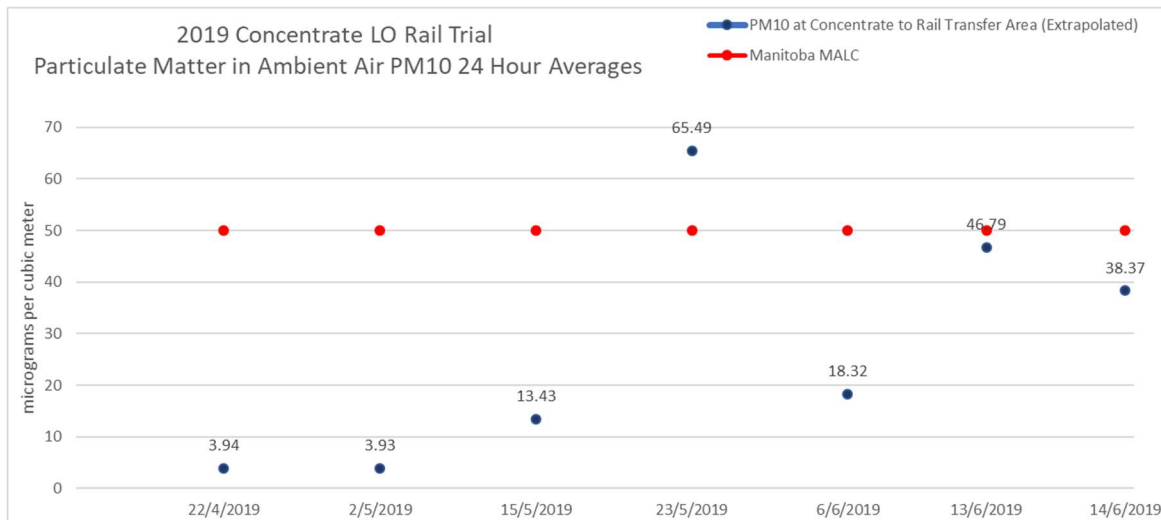
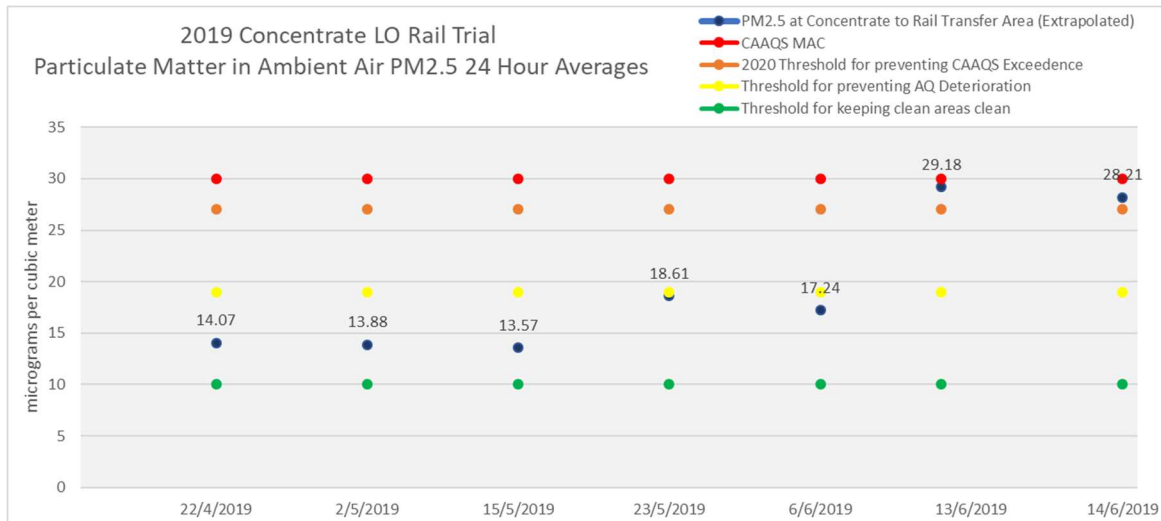
Appendix B Environmental Monitoring Data & Photos

Appendix C CN emergency response plan

Appendix D HBR Emergency Response Plan

Appendix B – Environmental Monitoring Data and Photos





EMERGENCY RESPONSE PLAN



1.0 EMERGENCY RESPONSE PLANS

- 1.1 General Plans
- 1.2 Media Requests
- 1.3 Maintenance of Records

2.0 Bomb Threats – General

- Specific Bomb Threat
- Non-Specific Bomb Threat
- 2.1 Action to be taken with local police (specific/Non-specific)
- 2.2 Action to be taken by employees (specific/Non-specific)
- 2.3 Action to be taken by a supervisor (specific/Non-specific)
- 2.4 Action to be taken by RTC (non-specific)
- 2.5 Action to be taken by RTC (specific)
- 2.6 Action to be taken by Supervisor at the scene (non-specific)
- 2.7 Action to be taken by Supervisor at the scene (specific)
- 2.8 Action to be taken in a major yard (specific/Non-specific)
- 2.9 Evacuation procedures to be followed on a train
- 2.10 Evacuation procedures to be followed in a yard or building
- 2.11 Search procedures on a train (no suspect object found)
- 2.12 Search procedures on a train (suspect object found)
- 2.13 Search Procedures in a yard or building

3.0 Non-accidental explosions

- 3.1 Action to be taken with local police
- 3.2 Action to be taken by RTC
- 3.3 Action to be taken by Supervisor at the scene
- 3.4 Action to be taken in a major yard
- 3.5 Evacuation procedures to be followed

4.0 Hijacking of a Train

- 4.1 Action to be taken with local police
- 4.2 Action to be taken by RTC
- 4.3 Action to be taken by Supervisor at the scene
- 4.4 Action to be taken in a major yard
- 4.5 Action to be taken by person(s) directly involved in a hijacking
- 4.6 Evacuation procedures to be followed

5.0 Hostage Taking

- 5.1 Action to be taken with local police
- 5.2 Action to be taken by RTC (if train involved)
- 5.3 Action to be taken by Supervisor at the scene
- 5.4 Action to be taken in a major yard

- 5.5 Action to be taken by persons directly involved as hostages
- 5.6 Evacuation procedures to be followed

6.0 Blockade of Tracks

- 6.1 Action to be taken with local police
- 6.2 Action to be taken by RTC
- 6.3 Action to be taken by Supervisor at the scene
- 6.4 Action to be taken in a major yard
- 6.5 Action to be taken by legal services

7.0 Train Derailment

- 7.1 Actions to be taken by employees on train;
- 7.2 Actions to be taken by RTC Center
- 7.3 Actions to be taken by Transportation Supervisor

Appendices

- 1. Bomb Threat Telephone Report Form
- 2. Emergency Contacts
- 3. Train Derailment Contacts

FOREWORD

The purpose of the Emergency Response Plan is to establish, in general terms, information and guidance regarding the procedures that would be implemented in the event of an unauthorized disruption of rail service. This standard will help to ensure the safety of workers, responders and the public, and will allow emergency response units to determine and perform remedial actions more effectively.

The Emergency Response plan is based on the Threat Risk Analysis (TRA), details of which can be found in the Security Plan.

The outline will include standards and procedures for incidents which include: any deliberate or planned acts that could cause the loss of life, personal injury, or serious property damage. This would include explosions that are not the result of an accident, bomb threats, hijacking, track blockades and hostage-taking.

The Security Plan, of which this Emergency Response Plan is an appendix of, outlines roles and responsibilities, the decision-making process, and appropriate actions that should be taken. It sets out how responders will interact with each other, how they will interact with other railways and agencies (when applicable), and also, describes functional responsibilities.

1.0 EMERGENCY RESPONSE PLANS

1.1 General Plans

The Hudson Bay Railway strives to conduct its operations in a manner that ensures the safety of its employees and the public, and in full compliance with all applicable regulations.

In the event of an incident, the Hudson Bay Railway will take prompt and appropriate action in accordance with this plan, using emergency responders trained to protect life, health, property and the environment, while maintaining full cooperation with regulatory agencies, public agencies and the media.

Our response capability is maintained through local emergency response personnel. The Emergency Response Plan is tested through exercises and systematic reviews of all actual responses.

1.2 Media Requests

In all incidents, accurate written records of all occurrences including applicable conversations and action taken must be recorded, kept and updated. Ensure proper progress reports are made.

2.0 BOMB THREATS – GENERAL

Bomb threats are emergencies that contain a very real possibility of danger, and are thus treated seriously and need to be reported immediately to the proper local emergency response authorities for specialized attention.

While the removal and disposal of the bomb becomes the responsibility of local law enforcement agencies, we are committed to protecting the lives of those who may be endangered by a possible explosion, as well as ensuring that property damage and/or interruption of service is avoided.

All employees of the Hudson Bay Railway have a duty to inform police and their supervisors of the presence of a suspect object, bomb threat or other such threat likely to affect the health and safety of anyone, or likely to cause damage to property or an interruption of services. Bomb threats can usually be categorized as either **specific or non-specific**.

- **Specific Bomb Threat**

Information is specific in nature, which accurately describes the alleged occurrence, or identifies information such as: description, exact location, type of bomb, time it will explode, method of detonation, reason for placement, identity of the group claiming responsibility, etc. The more details, the greater the possibility the threat is valid.

- **Non-specific Bomb Threat**

Information that is offered in general terms that does not accurately or specifically describe the alleged occurrence, or does not provide sufficient information to respond directly cannot be discredited as a threat without investigation.

2.1 Action to be taken with Local Police (specific/non-specific)

The intent here is to liaise with local police emergency responders in respect of bomb threats, to ensure:

- Proper evaluation of the threat;
- Initiation of the earliest possible coordinated response;
- The protection and preservation of health;
- The restoration of normal services;
- Investigation to establish responsibility

The Hudson Bay Railway considers all bomb threats as emergencies that evidently contain a possibility of danger. They must be considered serious and immediately reported to the RTC who will contact the local police for specialized attention.

The local police department having jurisdiction, or who have a responsibility for providing police services to the Hudson Bay Railway at any affected area are recognized as being the competent authorities responsible for taking all actions and decisions required under the circumstances to save lives, prevent injuries, provide safety to the general public and Hudson Bay Railway personnel, including a responsibility towards the protection and prevention of damage to property.

Hudson Bay Railway supervisors in this situation will also act as a support function for the local authorities assisting. Local bomb squads will assist in handling the situation whether they occur in

buildings, yards or trains. How the situation is handled depends on the specifics of the situation, and is left to the discretion of the specialists.

Bomb threat plans will be activated along with the Emergency Alert System in the event of any specific or non-specific bomb threat.

2.2 Action to be taken by Employees (specific/Non-specific)

Bomb threats are normally transmitted by phone. Employees receiving such threats should remain calm, listen carefully and obtain as much information as possible and record such information which would identify the intended target.

Such information should include:

- The actual time the call was received and terminated, and on what extension;
- The exact words of the person placing the call and the time factor involved;
- Male or female voice;
- Approximate age;
- Accent of caller;
- Background noises such as traffic, music, machinery etc.;
- Does the person sound intoxicated;
- Is the voice familiar? If so who.

If the caller does not volunteer information, ask pertinent questions which may provide insight into what the threat is, where the incident will occur, name and purpose for the incident. The following questions should be asked:

- What time will the bomb explode;
- Where is the bomb located;
- What does the bomb look like;
- What kind of bomb is it;
- Where are you calling from;
- What is your name;
- Why are you doing this?

Upon receiving a threat the following actions are to be taken:

- Accurately record the above information;
- Immediately contact the RTC followed by notification to the Hudson Bay Railway supervisor upon completion of the call and provide all pertinent information recorded. **Complete the bomb threat telephone report form (Appendix 1), and deliver it to your immediate supervisor;**
- Unless there is an immediate danger, remain at work station and resume normal duties until instructed to leave or otherwise directed by a supervisor;
- Do not discuss the incident with other employees so as not to cause undue panic or alarm.

2.3 Action to be taken by a Supervisor (specific/non-specific)

Immediately notify the RTC followed by the General Manager that a threat has been received and is considered to be a specific/non-specific threat.

If the situation warrants, take all reasonable means to ensure that employees and other persons on company property in the affected area are informed of any specific threat to their health and safety, and of any action that the Hudson Bay Railway is taking, and of any action they should take in response to the threat. Also take all reasonable measures to ensure that all companies operating or contracting on railway property in the affected area are informed of any threat to their employees, customers and/or property, of any action that the company is taking, and of any action that they should take in response to the threat.

Good judgment must be exercised to prevent the possibility of unnecessary panic or alarm. Information should be disseminated on a need to know basis only.

Secure a copy of all pertinent information recorded, including a copy of the bomb threat telephone procedures and report form.

Advise the General Manager and be governed by their instructions.

2.4 Action to be taken by the RTC (non-specific)

RTC notifies the local police and designated Hudson Bay Railway supervisor(s) responsible for local operations and overall response management and will be governed by any further instructions, and continues to monitor/direct train movements. Unless directed by the appropriate operating supervisor, no other formal action is required.

2.5 Action to be taken by the RTC (specific)

Upon being notified of a threat that is considered to be a specific threat, immediately block all train and engine movements into the affected area. In circumstances where a train or engine has already passed beyond the point of restriction, it may be necessary to contact the train or engine directly and issue instructions accordingly. Do not allow a train, engine or any other movement to enter into or remain in the affected area unless the affected train has been routed away from the main track or to an isolated area.

Contact any affected trains and advise that a threat has been received and is considered to be a specific threat. Tact and diplomacy must be used to prevent any undue alarm or panic.

If necessary, arrange to have other trains, hi-rail equipment, or other work equipment in the vicinity stopped and/or advised of the situation, as the circumstances necessitate, unless the affected movement can be routed off the main track or to an isolated area.

Notify the General Manager advising that a threat has been received and is considered to be a specific threat.

Provide details of the threat, what action has been taken, what action is contemplated and what assistance may be required. In the event that it becomes necessary to stop a train and commence an evacuation, thorough communication must be maintained with law enforcement authorities, operating supervisors, and the train affected before the stop, during the stop and after the stop to ensure there is

no missed or cross communications. Local police must be informed of the name(s) of the Hudson Bay Railway on-site person-in-charge.

Maintain contact with the affected train to coordinate a timely response to the situation.

Obtain a list of all cars containing dangerous or special dangerous commodities in the immediate vicinity and all trains in or around or closely approaching the immediate area.

If necessary, arrange to move the train consist to a predetermined safe location where a thorough search can be conducted, including checked baggage where applicable. In determining a safe location, consideration must be given to impediments such as bridges, viaducts, public crossings at grade, residential/industrial area etc.

In order that a coordinated approach to the response is maintained and a safe, efficient and effective response is achieved, it will be necessary to maintain contact with the conductor and/or the Hudson Bay Railway supervisor in charge at the scene and provide updates as required.

2.6 Action to be taken by a Supervisor at the scene (non-specific)

Immediately notify the RTC followed by the General Manager that a threat has been received and is considered to be a non-specific threat.

RTC will contact the local police advising that a threat has been received and is considered a non-specific threat, what action of any has been taken, and what action is contemplated.

Notify any other outside regulatory agencies as the case may require.

2.7 Action to be taken by Supervisor at the scene (specific)

Upon being notified that a threat has been received and is considered a specific threat, immediately notify the RTC followed by the General Manager advising what action, if any, has been taken and what action is contemplated.

RTC will contact the local police advising that a threat has been received and is considered a specific threat, what action of any has been taken and what action is contemplated.

In order that a coordinated approach to the response is maintained and a safe, efficient and effective response is achieved, it will be necessary to establish and maintain a close liaison throughout with the designated supervisor(s) charged with overall responsibility for response management, and with the local emergency responders.

On arrival at the scene, immediately confirm that all necessary safety factors have been addressed and establish contact with train crew, local police and other affected rail companies.

Ensure employees are not alarmed in any way. It is absolutely essential that calm authority is maintained throughout. The greatest hazard is the possibility of panic. Coordination of crowd control if applicable, must be approached in the same manner, utilizing the assistance of police officers, train crew members, other employees and if applicable other available security services.

Contact the General Manager for overall response management and advise them of the situation and that you have arrived and are taking control.

If necessary, clear the immediate vicinity of all employees and/or general public unless arrangements can be made to immediately relocate the train to a safe location.

Ensure that a thorough and systematic search is made of the entire train and engine consist is made by police services.

2.8 Action to be taken in a Major Yard (specific/non-specific)

The General Manager will advise the RTC and will assume the responsibilities for on-site management of the emergency response including any yard movements. RTC will make the emergency calls to local fire, police, ambulance and other emergency responders as required.

2.9 Evacuation procedures to be followed on a train

The following information pertaining to evacuation guidelines have been prepared to familiarize employees with methods of quickly and efficiently evacuating rail passenger cars in the event of an emergency

NOTE: All emergency situations cannot be covered in these guidelines, and the sequence of evacuation procedures and the method of handling may have to be adjusted to suit the situation.

It is important that both the conductor and locomotive engineer be advised as quickly as possible of the nature of the emergency when it may become necessary to evacuate the train. This is of prime importance so that the conductor can prepare for the evacuation if necessary, and so that the locomotive engineer can bring the train to a stop at a location where evacuation can safely take place.

Provide emergency stop protection (In accordance with CROR 102), so that necessary steps can immediately be taken by the RTC and crews of other affected trains can afford the distressed train full protection and provide assistance.

While these emergency procedures identify certain responsibilities of the conductor, it may be necessary because of injury, or other extenuating circumstances, for the locomotive engineer or train service employees to assume the role of conductor in coordinating the evacuation.

The method of evacuation should be one offering maximum passenger safety and minimum passenger inconvenience. Rapid searches will be necessary, if time allows, to ensure that the evacuation route(s) are clear and safe.

Priority of methods for evacuation:

- From one car to another car;
- From one train to another train;
- From the train to station platform;
- From the train to public or private crossing at grade;
- From the train to roadbed. (Evacuation requiring movement of passengers onto the roadbed must be avoided unless no other means of evacuation is possible, when protection is being provided against movements on any adjacent tracks).

In order to recall the appropriate response to an emergency, and to minimize passenger panic, it is essential that crew members remain calm.

If the nature of the emergency and the opportunity permit, the train should be stopped at a location which will allow passengers to detrain safely and move quickly away from the immediate area.

Priority of locations for detraining passenger:

- A station platform;
- A road crossing at grade, or
- An open area away from the roadbed

The locomotive engineer should avoid stopping:

- In a tunnel;
- In a deep cut;
- Alongside a sharply sloping embankment; or
- On a bridge.

When the decision has been made to stop the train, the conductor or employee in charge must:

- Ensure that all necessary steps are/will be taken to protect the train;
- Ensure that any approaching trains or engines on adjacent tracks are contacted, so as not to endanger the evacuation. This protection will be arranged in cooperation with the locomotive engineer and the RTC. The conductor or employee in charge must be sure that appropriate protection has been arranged prior to evacuation;
- When the decision has been made to evacuate the passengers, make the announcement, briefly advising the passengers of the nature of the emergency and directions for the method of evacuation. When it is necessary to evacuate more cars than the crew members can reasonably handle, the conductor or employee in charge should request assistance from passengers.
- Advise all passengers to stay well clear of the adjacent tracks and off of the right of way;
- Make all announcements slowly and distinctly in a manner which will dispel anxiety.

2.10 Evacuation Procedures to be Followed in a Yard or Building

Upon receipt of a specific threat with the time and/or place indicated for the explosion, evacuation may be desirable. Even then, rapid searches will be necessary, if time allows, to ensure that the evacuation routes are clear and safe.

The same alarm system and evacuation procedures should be used as those for a fire emergency. However, there is a requirement for closer control of a bomb threat evacuation, such as not allowing people to pass in close proximity to any suspect objects or areas.

The persons being evacuated should be informed of designated assembly locations.

The supervisor in charge is responsible for the evacuation decision. If no evacuation plan exists, the supervisor in charge will also assure that the evacuation is completed and the perimeter controlled. Re-occupation will not be authorized until he/she declares the emergency passed.

2.11 Search Procedures on a Train (no suspect object found)

Inform the police officer in charge of the intent to search when conditions allow. If no further instructions are received from a senior officer, and after conferring with the police and/or other officer in charge:

- Ascertain that police investigations into the source of the threat has not yielded any further information;
- Ascertain that the police officer in charge believes that lives are not in danger and that no further immediate action is necessary for the protection of life and/or property.

After conferring with the General Manager, in conjunction with other supervisors/employees at the scene will ensure a calm, orderly and swift return to normal operations.

2.12 Search Procedures on a Train (suspect found object)

If a suspect object is found, stop the search immediately and notify the police officer in charge.

Once a suspect object has been found, the police officer in charge will take control and isolate the area. The investigation/removal/disposal process will commence under the direction of the explosives disposal unit.

Ensure that no person(s) other than the police go near or attempt to move the object. If necessary, arrange to further evacuate the general public. Ensure crown traffic control is maintained.

Advise the General Manager that a suspect object has been found and that control has been given to the police officer in charge. If determined to be a possible explosive device, also inform the General Manager of:

- Where the object is;
- Why it is suspect;
- A description of the object;
- Name, employee number and occupation of finder;
- Restrict radio communications in the area.

In order to prevent the accidental detonation of a radio controlled device restrict radio transmissions and cellular phone usage in the immediate area unless in the case of extreme emergency. Required radio transmissions should be made only from a location away from the affected area.

If not already at the scene, arrange to meet the police explosive disposal unit and direct them to the scene.

NOTE: When a suspect object has been located, police will isolate the area and the investigation/removal/disposal process will commence under the direction of the explosives disposal unit. When declared safe by the police officer in charge of the explosives disposal unit, the control of the affected area will be returned to the operating officer in charge at the scene.

When control of the affected area has been returned to the Hudson Bay Railway supervisor in charge, immediately inform the General Manager that the area has been declared safe, and control has been returned.

After conferring with the General Manager allow the train to proceed to destination.

2.13 Search Procedures in a Yard or Building

It is important to first evacuate the affected area. Rapid searches will be necessary, if time allows, to ensure that the evacuation routes are clear and safe.

The local police having jurisdiction or who have a responsibility for providing police services to the company at any affected area are recognized as being the competent authorities responsible for taking all actions and decisions required under the circumstances to save lives, prevent injuries, provide safety to the general public and Hudson Bay Railway personnel, including a responsibility towards the protection and prevention of damage to property.

Local specialized police units will assist in handling the situation. How the situation is handled depends on the specifics of the situation, and is left to the discretion of the specialists.

If a suspicious object is found or detected take the following steps:

- Do not attempt to move or touch it;
- Isolate the area by preventing further access;
- Instruct personnel to evacuate the area;
- Assist in the evacuation of adjacent rooms, office etc. where possible open windows;
- Inform the on-site supervisor;
- Notify the police of your discovery and the location;
- Open all doors and windows in order to minimize damage;
- Assist the police by establishing a safe egress route when the object is being removed from the site.

All Hudson Bay Railway employees have a duty to inform police and their supervisors of the presence of a suspect object, bomb threat, or any other such threat likely to affect the health and safety of anyone, or likely to cause damage to property or an interruption of services.

3.0 Non-Accidental Explosions

The potential for an explosion emanates from a number of varied sources including a bomb. The consequences could result in death or serious injury and most certainly in a disruption of services. For these reasons, it is important that the incident be managed as efficiently as possible.

3.1 Action to be taken with Local Police

Local police will be called by the RTC and directed to the site by the RTC or the Hudson Bay Railway supervisor in charge. The nearest command post or person-in-charge to also coordinate activities in respect of:

- Ensuring that emergency lanes are cleared to facilitate the arrival of emergency vehicles;
- Taking all actions necessary to save lives, prevent injuries and prevent damage to property;
- Establishing a perimeter and evacuate everyone from inside the perimeter who is not involved in emergency operations;
- Providing emergency equipment if possible;
- Assisting the other emergency response services when required;

- Providing or requesting mutual aid from other company emergency response units or public agencies;
- Investigating criminal acts and fatalities.

3.2 Action to be taken by RTC

- Immediately notifying local emergency responders as required, advising them they are not to foul any track with their equipment until such time as protection to do so has been provided;
- Direct them to and inform them of the on-site person-in-charge;
- Maintain communications.

If necessary, arranging to have other trains, hi-rail equipment or other work equipment in the vicinity stopped or advised of the situation as the circumstances necessitate.

Notify the General Manager and continue to monitor train movements.

NOTE: Unless relieved of the responsibility by one of the designated supervisors responsible for local or overall response management who assumes the obligations to specifically carry out the following, the RTC will advise the appropriate supervisors.

Obtain a list of all cars containing dangerous or special dangerous commodities that may be involved or in the immediate area, and any trains in or around or closely approaching the affected area.

In order that a coordinated approach to the response is maintained and a safe, efficient and effective response is achieved, it will be necessary to maintain communications with the Hudson Bay Railway supervisor in charge at the scene and provide updates as required.

3.3 Action to be taken by Supervisor at the Scene

Upon being notified of an incident immediately notify the RTC followed by the General Manager advising what action, if any, has been taken and what action is contemplated.

RTC will contact the local police, advising them of the incident and what action if any has been taken and what action is contemplated.

In order that a coordinated approach to the response is maintained and a safe, efficient and effective response is achieved, it will be necessary to establish and maintain a close liaison throughout with the RTC and the designated supervisor(s) with overall responsibility for response management, and with local responders.

The RTC on the territory affected and other adjacent RTC's and other affected railway operations control centers must communicate as circumstances require.

On arrival at the scene, immediately confirm that all necessary safety factors have been addressed and establish contact with the train crew, municipal/provincial/federal police, other affected railways and/or security services personnel.

Ensure employees are not alarmed in any way, It is absolutely essential that calm authority is maintained throughout. The greatest hazard is the possibility of panic. Coordination of crowd control if applicable, must be approached in the same manner utilizing the assistance of uniformed police officers, train crew members, other employees and, if applicable, security services.

Contact the General Manager and advise them of the situation and that you have arrived and are taking control:

- Disconnect all services or equipment which could represent a danger;
- Provide emergency equipment, special tools, and materials if required;
- Provide information on building structures;
- Ensure complete repairs and cleanup are made to operations;
- Act as a liaison with public service agents (i.e. Hydro, gas and utilities)

3.4 Action to be taken in a Major Yard

The General Manager will assume the responsibilities for on-site management of the emergency response including any yard movements. RTC will make the emergency calls to local fire, police, ambulance and other emergency responders as required.

3.5 Evacuations procedures to be followed

If required, it is generally the responsibility of the local civic authority appointed by law to evacuate towns and villages.

When persons using a station and/or our employees in company buildings or areas have to be evacuated, consideration should be given to the following:

- The sector to be evacuated (this can include the disaster area or a high-risk area);
- The number of persons to be evacuated;
- The number of injured and handicapped to be evacuated;
- The approximate time required for evacuation;
- Shelters used to assemble the disaster victims temporarily;
- Transporting disaster victims;
- Instructions to be given to disaster victims.

The same alarm system and evacuation procedures should be used as those for a fire emergency except there is a requirement for closer control of this type of evacuation such as not allowing people to pass in close proximity to any unsafe or high-risk areas. Persons evacuated should be informed of the assembly location.

The supervisor in charge is responsible for the evacuation decision and if no evacuation plan exists, will assure that the evacuation is completed and the perimeter controlled. Re-occupation will not be authorized until he/she declares the emergency passed.

4.0 Hijacking of a Train

Situations where a train has been hijacked with or without hostages will be referred to local authorities, who have detailed measures in place for the situations. Hudson Bay Railway employees/supervisors will perform a supportive role in these situations.

4.1 Action to be taken with Local Police

The primary aims of first response procedures to a train hijacking are:

- Proper evaluation of the situation;
- Initiation of the earliest possible coordinated response;
- The protection and preservation of health;
- The restoration of normal services;
- Investigation to establish responsibility

The local police having jurisdiction or who have a responsibility for providing police services to the Hudson Bay Railway at any affected area are recognized as being the competent authorities responsible for taking all actions and decisions required under the circumstances to save lives, prevent injuries, provide safety to the general public and Hudson Bay Railway personnel, including a responsibility towards the protection and prevention of damage to property.

Local specialized police units will assist in handling the situation. How the situation is handled depends on the specifics of the situation, and is left to the discretion of the specialists.

Local police will be called by the RTC and directed to the site by the RTC or the Hudson Bay Railway supervisor in charge. The nearest command post or person-in-charge to also coordinate activities in respect of:

- Ensuring that emergency lanes are cleared to facilitate the arrival of emergency vehicles;
- Ensuring the safety of any victim(s) and that of others in the vicinity;
- If located in a specific area, establishing a perimeter at the scene and ensuring the safe evacuation of all persons from within the threatened area;
- Acting as liaison with other outside assistance;
- Avoiding all action that jeopardizes the safety of victim(s);
- Assisting the other emergency response services when required;
- Conducting inquiries to establish the identity of the offender(s), as well as the cause and demands;
- Ensuring the safest and earliest possible release of any hostage(s) through negotiations by a qualified police negotiating team.

If the scene has been stabilized and you are awaiting the arrival of the specialized police units it would be beneficial to acquire the following information if available:

- Scene diagram;
- Suspect information;
- Hostage information, numbers etc.;
- Known weapons;
- Background of occurrence;
- Origin and destinations of train;
- Hijackers demands.

4.2 Action to be taken by the RTC

Immediately notify local emergency responders as required:

- Advise them they are not to foul any track with their equipment until such time as protection to do so has been provided;
- Direct them to and inform them of the on-site person-in-charge;

- Maintain communications.

If necessary, arrange to have other trains, hi-rail equipment or other work equipment in the vicinity stopped or advised of the situation as the circumstances necessitate.

Notify the General Manager and continue to monitor train movements.

NOTE: Unless relieved of the responsibility by one of the designated officers responsible for local or overall response management who assumes the obligations to specifically carry out the following, the RTC will advise the appropriate supervisors.

In order that a coordinated approach to the response is maintained and a safe, efficient and effective response is achieved, it will be necessary to maintain communications with the Hudson Bay Railway supervisor in charge at the scene and provide updates as required.

4.3 Action to be taken by Supervisor at the Scene

Upon being notified of an incident immediately notify the RTC, followed by the General Manager advising what action, if any, has been taken and what action is contemplated.

RTC will contact the local police, advising them of the incident and what action, if any, has been taken and what action is contemplated.

In order that a coordinated approach to the response is maintained and a safe, efficient and effective response is achieved, it will be necessary to establish and maintain a close liaison throughout with the RTC and the designated supervisor(s) with overall responsibility for response management, and with Local responders. The RTC on the territory affected and other adjacent RTC's and other affected railway operations control centers must communicate as circumstances require.

On arrival at the scene, immediately confirm that all necessary safety factors have been addressed and establish contact with the train crew, municipal/provincial/federal police, other affected railways and/or security services personnel.

It is absolutely essential that calm authority is maintained throughout. The greatest hazard is the possibility of panic. Coordination of crown control if applicable, must be approached in the same manner utilizing the assistance of uniformed police officers, train crew members, other employees and, if applicable, security services.

Contact the RTC and General Manager to advise them of the situation and that you have arrived and are taking control.

Provide information on equipment, trackage, railway procedures and persons involved.

4.4 Action to be taken in a Major Yard(s)

The General Manager will assume the responsibilities for on-site management of the emergency response including any yard movements. RTC will make the emergency calls to local fire, police, ambulance and other emergency responders as required.

4.5 Action to be taken by Person(s) Directly Involved in Hijacking

The first priority in a hijacking is your safety and the safety of others.

- Stay Calm
- Follow their instructions exactly
- Watch and listen for important details about the hijackers.

4.6 Evacuation procedures to be followed

If required it will be the responsibility of the local police officers to conduct any evacuation procedures.

When Hudson Bay Railway employees have to be evacuated, consideration should be given to the following:

- The sector to be evacuated: this can include the affected area or a high-risk area;
- The number of persons to be evacuated;
- Any injured and handicapped to be evacuated;
- The approximate time required for evacuation;
- Shelters used to assemble the persons to be evacuated;
- Transportation for evacuated persons;
- Instructions to be given to evacuated persons.

Persons evacuated should be informed of the assembly location. The police officer in charge is responsible for the evacuation decision and if no evacuation plan exists, will assure that the evacuation is completed and the perimeter controlled. Re-occupation will not be authorized until he/she declares the emergency passed.

5.0 HOSTAGE-TAKING

The following is for incidents involving a suspect(s) who is in a defensible position, posing a threat and has a hostage.

Situations where hostages have been taken will be referred to local authorities, who have detailed measures in place for these situations. Hudson Bay Railway employees/supervisors will perform a supportive role in these situations.

5.1 Action to be taken with Local Police

The primary aims of first response procedures to a hostage-taking are:

- Proper evaluation of the situation;
- Initiation of the earliest possible coordinated response;
- The protection and preservation of health;
- The restoration of normal services;
- Investigation to establish responsibility.

The local police having jurisdiction or who have a responsibility for providing police services to the Hudson Bay Railway at any affected area are recognized as being the competent authorities responsible for taking all actions and decisions required under the circumstances to save lives, prevent injuries, provide safety to the general public and Hudson Bay Railway personnel, including a responsibility towards the protection and prevention of damage to property.

Local specialized police units will assist in handling the situation. How the situation is handled depends on the specifics of the situation, and is left to the discretion of the specialists.

Local police will be called by the RTC and directed to the site by the RTC or the Hudson Bay Railway supervisor in charge. The nearest command post or person-in-charge to also coordinate activities in respect of:

- Ensuring that emergency lanes are cleared to facilitate the arrival of emergency vehicles;
- Ensuring the safety of any victim(s) and that of others in the vicinity;
- If located in a specific area, establishing a perimeter at the scene and ensure the safe evacuation of all persons from within the threatened area;
- Acting as a liaison with other outside assistance;
- Avoiding all action that jeopardizes the safety of victim(s);
- Providing emergency equipment if possible;
- Assisting the other emergency response services when required;
- Conducting inquiries to establish the identity of the offender(s), as well as the cause and demands;
- Ensuring the safest and earliest possible release of any hostage(s) through negotiations by a qualified police negotiating team;
- Maintaining a log of all action taken,

If the scene has been stabilized and you are awaiting the arrival of specialized police units it would be beneficial to acquire the following information if available:

- Scene diagram;
- Suspect information;
- Hostage information, numbers etc.;
- Known weapons;
- Vehicles;
- Background of occurrence;
- Purpose of hostage incident;
- Demands of captors;
- Escape routes of captors;
- Evacuation routes.

5.2 Action to be taken by RTC (if mainline movement involved)

Immediately notify local emergency responders as required, advising them they are not to foul any track with their equipment until such time as protection to do so has been provided. Direct them to and inform them of the on-site person-in-charge.

Maintain communications. If necessary, arrange to have other trains, hi-rail equipment or other work equipment in the vicinity stopped or advised of the situation as the circumstances necessitate.

Notify the General Manager and continue to monitor train movements.

NOTE: Unless relieved of the responsibility by one of the designated supervisors responsible for local or overall response management who assumes the obligations to specifically carry out the following, the RTC will advise the appropriate supervisors.

In order that a coordinated approach to the response is maintained and a safe, efficient and effective response is achieved, it will be necessary to establish and maintain a close liaison throughout with the RTC and the designated supervisor(s) with overall responsibility for response management, and with local responders. The RTC on the territory affected and other adjacent RTC's and other affected railway operations control centers must communicate as circumstances require.

On arrival at the scene, immediately confirm that all necessary safety factors have been addressed and establish contact with the train crew, municipal/provincial/federal police, other affected railways and/or security services personnel.

NOTE: It is absolutely essential that calm authority is maintained throughout. The greatest hazard is the possibility of panic. Coordination of crowd control if applicable, must be approached in the same manner utilizing the assistance of police officers, train crew members, other employees and, if applicable, security services.

Contact the RTC and the General Manager and advise them of the situation and that you have arrived and are taking control.

Provide information on equipment, trackage, railway procedures and persons involved.

5.4 Action to be taken in a Major Yard

The General Manager will assume the responsibilities for on-site management of the emergency response including any yard movements. RTC will make the emergency calls to local fire, police, ambulance and other emergency responders as required.

5.5 Action to be taken by Person(s) directly involved as Hostages

- The first priority is your safety and the safety of others.
- Stay calm.
- Follow your captor(s) instructions exactly.
- Watch and listen for important details about the captor(s).

5.6 Evacuation procedures to be followed

If required it will be the responsibility of the local police officers to conduct any evacuation procedures. When Hudson Bay Railway employees in Hudson Bay Railway buildings or areas have to be evacuated, consideration should be given to the following:

- The sector to be evacuated: this can include the affected area or high-risk area;
- The number of persons to be evacuated;
- Any injured and handicapped to be evacuated;
- The approximate time required for evacuation;
- Shelters used to assemble the persons to be evacuated;
- Transportation for evacuated persons;
- Instructions to be given to evacuated persons.

Persons evacuated should be informed of the assembly location. The police officer in charge is responsible for the evacuation decision and if no evacuation plan exists, will assure that the evacuation

is completed and the perimeter controlled. Re-occupation will not be authorized until he/she declares the emergency passed.

6.0 BLOCKADE OF TRACKS

Although any blockade of tracks is a disruption of rail operations, normally a blockade involves civil disobedience as a means to bring attention to an issue. Situations involving blockades should be referred to the local police, General Manager and legal services that are experienced and equipped to handle these situations.

6.1 Action to be taken with Local Police

The primary aims of first responders to a track blockade are:

- Proper evaluation of the threat;
- Initiation of the earliest possible coordinated response;
- The protection and preservation of health;
- The restoration of normal services.

The local police having jurisdiction or who have a responsibility for providing police services to the Hudson Bay Railway at any affected area are recognized as being competent authorities responsible for taking all actions and decisions required under the circumstances to save lives, prevent injuries, provide safety to the general public and company personnel, including a responsibility towards the protection and prevention of damage to property.

Local specialized police units will assist in handling the situation. How the situation is handled depends on the specifics of the situation and is left to the discretion of the specialists.

Local police will be called by the RTC and directed to the site by the RTC or the Hudson Bay Railway supervisor in charge, the nearest command post or person-in-charge to also coordinate activities in respect of:

- Ensuring that emergency lanes are cleared to facilitate the arrival of emergency vehicles;
- Assessing the situation and ensuring the safety of any victim(s) and that of others in the vicinity;
- If located in a specific area, establishing a perimeter at the scene and ensure the safe evacuation of all persons from within the threatened area;
- Acting as liaison and work with other outside assistance;
- Assisting with negotiations and the serving and posting of injunctions as required;
- Providing information to the Hudson Bay Railway person-in-charge.

If the scene has been stabilized and you are awaiting the arrival of others who will be assisting, it would be beneficial to acquire the following information if available:

- Specific reason for blockade;
- Type, age group and numbers of persons involved'
- Tendencies of persons involved, for example, volatile, passive, orderly, disorderly etc.;\Known leaders and agitators;
- Background of occurrence;
- Number and type of any weapons involved;
- Demands of persons involved.

6.2 Action to be taken by RTC

Immediately notify local law enforcement forces and direct them to the site or the Hudson Bay Railway supervisor in charge.

If necessary, arrange to have other trains, hi-rail equipment or other work equipment in the vicinity stopped or advised of the situation as the circumstances necessitate.

Notify the General Manager and continue to monitor train movements.

NOTE: Unless relieved of the responsibility by one of the designated supervisors responsible for local or overall response management who assumes the obligations to specifically carry out the following, the RTC will advise the appropriate supervisors.

In order that a coordinated approach to the response is maintained and a safe, efficient and effective response is achieved, it will be necessary to maintain communications with the Hudson Bay Railway supervisor in charge at the scene and provide updates as required.

6.3 Action to be taken by Supervisor at the Scene

Upon being notified of an incident immediately notify the RTC followed by the General Manager advising what action, if any, has been taken and what action is contemplated.

RTC will contact the local police, advising them of the incident and what action if any has been taken and what action is contemplated.

In order that a coordinated approach to the response is maintained and a safe, efficient and effective response is achieved, it will be necessary to establish and maintain a close liaison throughout with the RTC and the designated supervisor(s) with overall responsibility for response management, and with local responders.

The RTC on the territory affected and other adjacent RTC's and other affected railway operations control centers must communicate as circumstances require.

If notified by an employee other than the RTC, ensure they are advised.

On arrival at the scene, immediately confirm that all necessary safety factors have been addressed and establish contact with the police officer in charge, municipal/provincial/federal police, other affected railway companies, and/or security services personnel.

Contact the RTC and the General Manager to advise them of the situation and that you have arrived.

6.4 Action to be taken in a Major Yard

The General Manager will assume the responsibilities for on-site management of the emergency response including any yard movements. RTC will make the emergency calls to local fire, police, ambulance and other emergency responders as required.

6.5 Action to be taken by Legal Services

- Act as liaison with Hudson Bay Railway supervisors and local police.

- Assist in mediation process with the aim of moving the blockade and continuing negotiations at a different location.
- Obtain injunction(s) if negotiations fail.
- Advise Hudson Bay Railway supervisors and local police on legal issues.
- Assist public affairs with information on the issue.

7.0 Train Derailments

Derailments occur on the railway, however they often vary depending upon the location, types of lading, number of cars derailed, weather etc. that make each derailment a unique event. However, the following instructions will provide guidance to ensure HBR responds in a consistent manner to protect the public, the employee, the environment and the railway.

7.1 Actions to be taken by employees on train;

Protect movement against other trains and on rail equipment.

Notify RTC by satellite radio or by phone at the RTC Emergency Phone at 1-888-221-6522.

Advise RTC center of;

- Name, title (call-back number) of the person making the report.
- Nature and extent of any injuries.
- Exact location of incident (subdivision and mileage).
- Time incident occurred.
- Numbers and types of the cars that are directly involved in the incident and those in close proximity to the incident.
- Products contained in the cars directly involved in the incident and those in close proximity to the incident.
- When a release or suspected release has occurred, the approximate rate of release and volume released.
- Action taken (leaking car isolated, etc.).
- Status and condition of the cars directly involved in the incident and those in close proximity to the incident.
- Prevailing weather conditions (rain, wind direction and speed, etc.).
- Surroundings, such as nearness to populated areas, terrain, and local bodies of water, in order to gauge danger to persons and the environment.
- Whether a water body, sewer system, culvert or other sensitive area is or may be impacted by any release.
- Resources necessary to handle the situation, such as fire, ambulance, or law enforcement agencies.
- Location where a member of the crew will meet arriving emergency response personnel.

Avoid any smoke or fumes and keep all open flames (including cigars and cigarettes) from the incident scene.

If dangerous goods are involved, DO NOT approach the scene.

Ensure all dangerous goods documentation, journals, switch lists and the Canutec Guide Book and ensure all information is shared with first responders. Railway supervisor will take responsibility for this documentation on arrival.

If the locomotive is not involved in the incident and if safe to do so, cut off the train as close as possible to the incident and move the head end to a safe location.

7.2 Actions to be taken by RTC Center

RTC center will immediately report the incident to the Transportation supervisor.

When advised to report the incident, RTC center will notify;

Transport Canada

Canutec

Transportation Safety Board

Senior Managers of Arctic Gateway as required.

7.3 Actions to be taken by Transportation Supervisor

Transportation Supervisor will be the site supervisor and may designate a site supervisor in their absence.

Site Supervisor will;

Advise operations employees to warn all persons not to approach damaged or derailed cars until the hazardous properties of all materials have been identified and/or contained or the site has been declared safe;

Site supervisor will establish a Special Control Zone at the incident site to ensure all movements of personnel and machinery are controlled and access to the site is restricted to those required on site only. All access will be logged.

Instruct operations employees to remain at the scene, unless safety is threatened, with all documentation until relieved;

Liaise with first responders to ensure safe conduct to site to effect rescue and fire operations.

Liaise with RTC center to ensure proper notifications to regulatory agencies are initiated.

Liaise with Arctic Gateway supervisors to ensure machinery and personnel required to effect wrecking and repair operations is brought on site with the following priorities;

Immediate life safety;

Health of affected persons;

Protection of public and private property;

Protection of the environment;

Maintain an incident logbook to ensure proper documentation of times and actions of initial response, fire suppression, containment and confinement, wrecking operations stabilization, product transfers, cleaning, purging and scrapping of cars, infrastructure restoration and product recovery.

Change of site supervisor will require a turnover to maintain continuity and will consist of;

- The situation status;
- Objectives and priorities;
- Resource assignments;
- Resources en-route and/or ordered;
- Communications Plan

See Appendix 3 for Emergency Phone numbers specific to Derailments

APPENDIX 1 – Bomb Threat Telephone Report Form

General: The Bomb Threat Telephone Report Form is designed to provide as much information as possible on the incident in situations where the threat is received directly by Hudson Bay Railway employee(s). The form is filled out as quickly as possible in order to ensure that the information is as accurate as possible. This information assists in any investigation which may ensue, and allows for a more efficient investigative process.

Instructions: Remain calm, courteous, listen carefully and do not interrupt the caller. Notify the RTC immediately at completion of the call.

Date: _____ Actual time call received: _____

Extension call received on: _____ Actual time call terminated: _____

Actual words of person placing the call:

Questions you should ask:

When is the bomb set to explode _____ ?

Where is the bomb _____ ?

What kind of bomb is it _____ ?

What does it look like _____ ?

Why has the bomb been placed _____ ?

Where are you calling from _____ ?

What is your name _____ ?

Who is claiming responsibility _____ ?

Try to determine the following (circle as many as appropriate)

Caller's Identity	Male	Female	Adult	Juvenile	Age	Years			
Voice	Loud	Soft	High Pitch	Deep Raspy	Pleasant	Intoxicated	Familiar (who)		
Accent	Local	Not Local	Foreign (Region):						
Speech	Fast	Slow	Distinct	Distorted	Stutter	Nasal	Slurred	Lisp	Other:
Language	Excellent	Good	Fair	Poor	Foul	Other:			

Manner	Calm	Angry	Rational	Irrational	Coherent/Incoherent	Deliberate	Emotional
	Righteous	Laughing	Intoxicated	Other			
Background Noise	Office Machines	Factory Machines	Bedlam	Trains	Animals	Music	Quiet
	Voices	Mixed	Airplanes	Street Traffic	Party	Atmosphere	Other:

Additional Information:

APPENDIX 2 – Emergency Response Contact Information UPDATED June 15, 2018

Emergency Contact		Phone
Rail Traffic Controller (RTC)	Emergency Line	1-888-641-2177
	Information Line	1-514-420-4449
Customer	Contact	Phone
HBMS	Lori Anze	204-687-2106
	Darwyn Toffan	204-687-2339
	Main Gate Security	204-687-2381
Gardewine	Dispatch	204-679-1480
VALE/Inco	Service First Aid	204-778-2276
	Substation	204-778-2395
	Main Gate Security	204-778-2365
Canadian Kraft Papers	Security	204-623-8569

APPENDIX 3 – Emergency Contacts Train Derailment

TDG Customer	Contact	Phone
Churchill Marine Tank Farm	Randy Spence	204-675-8823 Ext.6260
		431-971-1003 Cell
Doaks Imperial Oil	The Pas	204-623-2581
	Flin Flon	204-687-3821
	Thompson	204-677-2150
	Gillam	204-652-2305
VALE/Inco	Service First Aid	204-778-2276
	Substation	204-778-2395
	Main Gate Security	204-778-2365
Kennedy Energy (Petro)	Dave Curry (The Pas)	204-620-2570
	Bulk Plant (The Pas)	204-623-5435
	Dave Keefe (Thompson)	604-679-1469
Canadian Kraft Papers	Security	204-623-8569

Towns	Contact	Phone
Churchill	Ambulance	911
	Fire	911
	Hospital	204-675-8881
	RCMP	204-675-8821
Cormorant	RCMP	204-627-6200
	Ambulance	204-623-4500
	Fire	204-357-2299
Cranberry Portage	Ambulance	911 or 204-472-3666
	Fire	911
	RCMP	204-472-4040
Flin Flon	Ambulance	911 or 204-687-7171
	Fire	911
	Hospital	204-687-7591
	RCMP	204-687-1422
Gillam	Ambulance	204-652-2911
	Fire	204-652-2911
	Hospital	204-652-2600
	RCMP	204-652-2200
Ilford	RCMP	204-652-2200
Lynn Lake	Ambulance	911 or 204-356-2600
	Fire	204-356-2300
	Hospital	204-356-2474
	RCMP	204-356-2494

Pikwitonei	RCMP	204-677-6911
Sherridon Pukatawagan	Ambulance	204-472-3666
	Fire	204-468-2028
	RCMP	204-472-4040
	Fire	204-553-2404
	Nursing Station	204-553-2271
	RCMP	204-553-2045
The Pas	Ambulance	911 or 204-623-4500
	Crisis Line	204-623-5497
	Fire	911 or 204-623-3100
	Hospital	204-623-6431
	RCMP	204-627-6200
Thicket Portage	RCMP	204-677-6911
Thompson	Ambulance	204-677-7911
	Crisis Center	204-778-7273
	Fire	204-677-7911
	Hospital	204-677-2381
	RCMP	204-677-6911
Wabowden	Ambulance	204-689-2911
	Fire	204-689-2911
	RCMP	204-689-2152
CN Police Emergency	1-800-465-9239	
Rail Control – RTC	Information: 1-514-420-4449 Emergency: 1-888-641-2177	
Transport Canada Secure Line	1-866-827-3287 (1-866-TCSECUR)	

Manitoba Emergency Services	1-204-729-2424	
HBR Superintendent	1-204-620-2505	
HBR Train Master	1-204-782-5987	
HBR Superintendent Track	1-204-617-7814	
HBR Superintendent of Mech	1-306-529-2775	

Appendix 3 – Derailment Emergency Phone Numbers

Canutec - 1-613-996-6666

Transportation Safety Board - 1-819-997-7887

Emergency Response Assistance Canada - 800-265-0212

**RAC Dangerous Goods Officer – Andy Ash - Office : 905-953-8991 Cellular: 647-206-2896
Email: ANDYA@RAILCAN.CA**

**- Curtis Myson - Office: 780-992-8417 Cellular: 780-619-2763
Email: CURTISM@RAILCAN.CA**

Tervita – Emergency Number - 1-800-327-7455

Green For Life – 1-866-417-2797

Manitoba Conservation – notify is dangerous commodity spill - (204) 945-4888



EMERGENCY RESPONSE PLAN

2016



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LIST OF ACRONYMS

AAR	Association of American Railroads
ACC	American Chemistry Council
AEI	Automatic Equipment Identification
BOE	Bureau of Explosives (AAR)
CANUTEC	Canadian Transport Emergency Centre (Transport Canada)
CCOH&S	Canadian Center for Occupational Health & Safety
CIAC	Chemical Industry Association of Canada
CEPA	Canadian Environmental Protection Act
CFR	Code of Federal Regulations (U.S.)
CHEMTREC	Chemical Transportation Emergency Center
CNDGAMP	CN Dangerous Goods Air Monitoring Protocol
CNEA	Canadian Nuclear Energy Agency
CTEH	Center for Toxicology and Environmental Health
DFO	Department of Fisheries and Oceans (Canada)
DECIDE	D etect/ E stimate/ C hoose/ I dentify/ D o/ E valuate
DIST	Emergency Response Process: D iscovery/ I nitial Response/ S ustained Actions/ T ermination, Follow-up
DGO	Dangerous Goods Officer
DGR	Dangerous Goods Responder
DND	Department of National Defense (Canada)
DOD	Department of Defense (U.S.)
DOE	Department of Energy (U.S.)
DOT	Department of Transportation (U.S.)
EC	Environment Canada
EMP	Environmental Management Procedures
EMT	Emergency Medical Technician
EO	Environmental Officer (Region Environmental Officer / Engineer)
EPA	Environmental Protection Agency (U.S.)
ERAC	Emergency Response Assistance Canada
ERAP	Emergency Response Assistance Plan (Canada)
ERP	Emergency Response Plan
ETC	eBusiness and Transaction Center
FRA	Federal Railroad Administration
FWS	U.S. Fish and Wildlife Service
GHD	Gutteridge Haskins & Davey (Environmental Consultants/Contractors)
GOI	General Operating instructions
HAZWOPER	Hazardous Waste Operations and Emergency Response (U.S.)
HRSDC	Human Resources and Skills Development Canada
IC	Incident Command or Commander
ICS	Incident Command System
IDLH	Immediately Dangerous to Life or Health
MSDS/SDS	Material Safety Data Sheet / Safety Data Sheet
NFPA	National Fire Protection Association
NOC	Network Operations Center
NRC	National Response Center (U.S.)
NTSB	National Transportation Safety Board (U.S.)
OSHA	Occupational Safety and Health Administration (U.S.)
PAO	Public Affairs Officer
PPE	Personal Protective Equipment
RAC	Railway Association of Canada
RMO	Risk Management or Mitigation Officer
ROC	Region Operations Center

RTC	Rail Traffic Center
SCBA	Self-contained breathing apparatus
SOP	Standard Operating Procedures
TC	Transport Canada
TC/TDG	Transport Canada / Transportation of Dangerous Goods
TSB	Transportation Safety Board (Canada)
UC	Unified Command

SECTION 1: INTRODUCTION

1.1 PURPOSE AND SCOPE OF PLAN

The purpose of this Emergency Response Plan is to explain the framework and procedures in place for CN's operations to safely and effectively respond to emergencies. ***An emergency consists of any accident, incident, or act of nature outside of regular CN operations requiring outside emergency resources or involving dangerous goods.***

This plan is applicable to all operations involving CN property or employees system wide and covers accidents/incidents that may represent a potential hazard to people, property and the environment.

This plan serves as the Emergency Response Assistance Plan (ERAP 2-0120) filed with Transport Canada and is developed in a manner to satisfy the U.S. Occupational Safety and Health Administration's requirements.

The Plan was developed to achieve the following objectives:

- To prevent injuries and save lives,
- To minimize environmental damage,
- To minimize property damage, and
- To ensure and provide for the continuity of business.

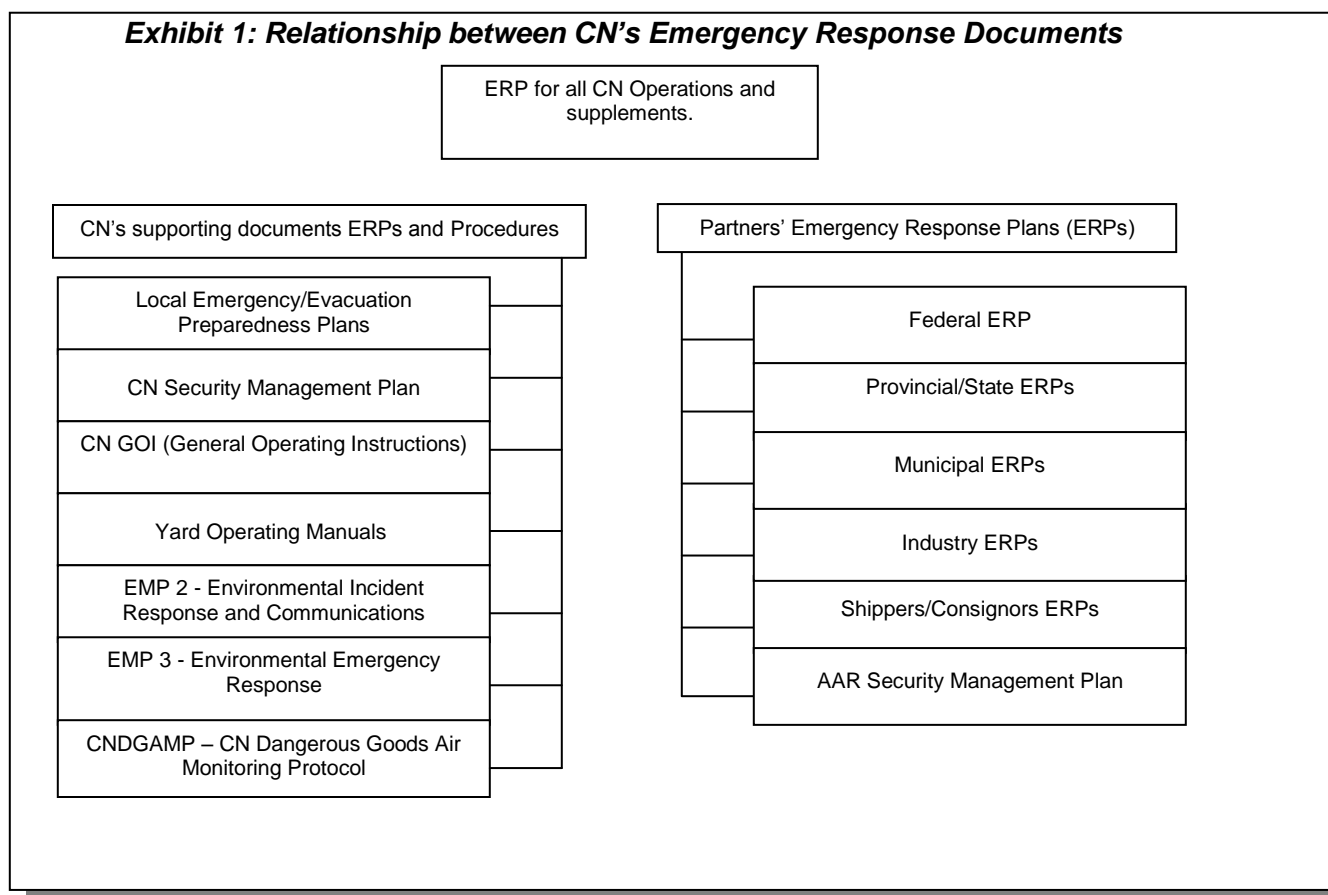
The Plan provides the framework for emergency response for CN's operations. Exhibit 1 and Annex 5 present the relationship of this Plan with other CN emergency response documents.

This plan supersedes all previous versions.

Electronic copies of the Emergency Response Plan, Incident Command Logbook, Supervisor Job Aid, Maps and Local Supplements are available on the CN intranet at the following link under the heading "Emergency Response Plan":

<http://cninet.cn.ca/SafetyRegulatoryAffairs/web/en/index.html>

Exhibit 1 and Annex 5 reference emergency response documents that may be used in conjunction with this plan.



1.2 DOCUMENT FORMAT

This document has been specifically organized in a modular format to ensure that new or updated information can be easily incorporated. As such, there are five primary sections that, together, comprise the ERP:

1. Introduction
2. Core Plan
3. Annexes
4. Local Supplements
5. List of Emergency Contractors

The Introduction includes basic information that describes the purpose and scope of the Plan, documents the legal authority for the Plan, crosswalks the Plan's relationship to relevant Regulations, and documents how the Plan is amended.

The Core Plan describes the fundamental components of the emergency response process in the event of an accident/incident, release, or potential release, at any of CN's Operations.

The Annexes following the Core Plan provide additional information as referenced in other sections of the Plan.

Local Supplements provide a general overview of local emergency procedures and are developed as a stand-alone document that should be updated and augmented by the Regional Superintendent with each revision of the Emergency Response Plan.

1.3 LEGAL AUTHORITY AND REGULATORY CROSSWALK

This Plan was prepared by CN to ensure safe operations that protect the health and welfare of CN employees, the surrounding communities, and the environment. The Plan can be used in concert with local plans for emergency response.

Exhibit 2: Canadian Crosswalk to Identify Required Elements in Environment Canada Regulation SOR/2008-197 with the CN ERP

EC Reference	EC Requirement	Location in CN ERP
30.(1)(a)	Owner must include in their ERP the properties and characteristics of each product stored in the tanks.	Annex 6, CN-Intranet (MSDS and SAP)
30.(1)(b)	Owner must include in their ERP the characteristics of the location of the storage tanks.	Annex 6, E2MS
30.(2)(a)	Description of factors considered under 30.(1)	Addressed in 30.(1)
30.(2)(b)	Description of emergency response measures	Section 2 and Annex 4
30.(2)(c)	List of individuals who are required to carry out the plan and a description of their roles and responsibilities	Section 2
30.(2)(d)	Training requirements for individuals identified in 30.(2)(c)	Annex 4
30.(2)(e)	List of emergency response equipment and location	Sections 2, 4, and 5
30.(2)(f)	Measures taken to notify members of the public who may be adversely affected by harm or danger in 30.(2)(b)	Section 2
30.(3)(a) & (b)	The owner or operator of storage tank system must ensure the emergency response plan is ready to be implemented	Section 1 and 2
31.(1)	The owner or operator of storage tank system must keep the ERP up-to-date and a copy readily available for individuals who carry it out	Section 2

Exhibit 2A: Canadian Crosswalk to Identify Required Elements in the Transportation of Dangerous Goods Regulations Parts 7 and 8 with the CN ERP

TDGR Reference	TDGR Requirement	Location in CN ERP
TDGR Part 7	Emergency Response Assistance Plan	CN Emergency Response Plan
TDGR 8.1	"Immediate Reporting"	Annex 1A
TDGR 8.2	"Immediate Reporting Information"	Annex 1A

Exhibit 2B: Canadian Crosswalk to Identify Required Elements in the Rules for the Control and Prevention of Fires on Railway Rights-of-Way

Reference		Location in CN ERP
TC E-06	Rules for the Control and Prevention of Fires on Railway Rights-of-Way, TC E-06 (RAC Rule 21)	Exhibit 1 (CN GOI)

Exhibit 2C: US Elements of OSHA HAZWOPER Emergency Response Requirements to Hazardous Substance Releases

Elements of OSHA HAZWOPER Emergency Response Requirements to Hazardous Substance Releases (29 CFR 1910.120(q))	Location in CN ERP
(1) Emergency response plan	Core Plan
(2) Elements of an emergency response plan	Introduction, Core Plan, Annexes
(i) Pre-emergency planning and coordination with outside parties	Introduction
(ii) Personnel roles, lines of authority, training, and communication	Core Plan Subpart 2.1.2; Annex 4
(iii) Emergency recognition and prevention	Core Plan Section 2.1.1
(iv) Safe distances and places of refuge	Annex 3 Subpart 3.0
(v) Site security and control	Annex 3 Subpart 3.0
(vi) Evacuation routes and procedures	Annex 3 Subpart 4.0
(vii) Decontamination procedures	Annex 3 Subpart 6.0
(viii) Emergency alerting and response procedures	Annex 3 Subpart 9.0
(ix) Emergency medical treatment and first aid	Annex 3 Subpart 7.0
(x) Critique of response and follow-up	Core Plan Section 2.4.5
(xi) PPE and emergency equipment	Annex 3 Subpart 5.0
(xii) Emergency response plan coordination and integration	Introduction and Core Plan
(3) Procedures for handling emergency response	
(i) The senior emergency response official responding to an emergency shall become the individual in charge of a site-specific Incident Command System (ICS)	Core Plan Section 2 and Annex 3 Subpart 1.0
(ii) The individual in charge of the ICS shall identify, to the extent possible, all hazardous substances or conditions present and shall address as appropriate site analysis, use of engineering controls, maximum exposure limits, hazardous substance handling procedures, and use of any new technologies	Core Plan Section 2 and Annex 3 Subpart 1.0
(iii) Implementation of appropriate emergency operations and use of PPE	Core Plan Section 2 and Annex 3 Subpart 5.0
(iv) Employees engaged in emergency response and exposed to hazardous substances presenting an inhalation hazard or potential inhalation hazard shall wear positive pressure self-contained breathing apparatus while engaged in emergency response	Annex 3 Subpart 5.0
(v) The individual in charge of the ICS shall limit the number of emergency response personnel at the emergency site, in those areas of potential or actual exposure to incident or site hazards, to those who are actively performing emergency operations	Annex 3 Subpart 3.0
(vi) Backup personnel shall stand by with equipment ready to provide assistance or rescue	Annex 3 Subpart 4.0
(vii) The individual in charge of the ICS shall designate a safety official, who is knowledgeable in the operations being implemented at the emergency response site	Annex 3 Subpart 1.0
(viii) When activities are judged by the safety official to be an IDLH condition and/or to involve an imminent danger condition, the safety official shall have authority to alter, suspend, or terminate those activities	Annex 3 Subpart 1.0

Exhibit 2C: US Elements of OSHA HAZWOPER Emergency Response Requirements to Hazardous Substance Releases (Continued)

Elements of OSHA HAZWOPER Emergency Response Requirements to Hazardous Substance Releases (29 CFR 1910.120(q))	Location in CN ERP
(ix) After emergency operations have terminated, the individual in charge of the ICS shall implement appropriate decontamination procedures	Annex 3 Subpart 6.0
(x) When deemed necessary for meeting the tasks at hand, approved self-contained breathing apparatus (SCBA)-may be used with approved cylinders from other approved self-contained breathing apparatus provided that such cylinders are of the same capacity and pressure rating	Annex 3 Subpart 5.0
(4) Skilled support personnel	Annex 4
(5) Specialist employees	Annex 4
(6) Training	Annex 4
(7) Trainers	Annex 4
(8) Refresher Training	Annex 4
(9) Medical surveillance and consultation	Annex 3 Subpart 8.0
(10) Chemical protective clothing	Annex 3 Subpart 5.0
(11) Post-emergency response operations	Core Plan Section 2.4

1.4 ERP CUSTODIANS AND REVIEW PROCESS

System Safety and Emergency Response	System Environment
Danny Simpson (Chicago) AVP Safety & Emergency Response Office: (708) 332-3202 Fax: (708) 332-4472 Cellular: (708) 476-5967 E-mail: danny.simpson@cn.ca	Normand Pellerin (Montreal) AVP Environment Office: (514) 399-7400 Fax: (514) 399-6573 Cellular: (514) 984-6695 E-mail: normand.pellerin@cn.ca
System – Safety & Regulatory	System Safety
Jim Schwichtenberg (Chicago) Director – Safety & Regulatory Affairs Office: (708) 332-6567 Fax: (708) 332-3052 Cellular: (708) 728-5776 E-mail: jim.schwichtenberg@cn.ca	Rick Baker (Montreal) General Manager Safety & Regulatory Office: (514) 399-8889 Fax: (514) 399-7899 Cellular: (514) 710-8887 E-mail: rick.baker@cn.ca
Eastern Region	
David Slauson (Toronto) Senior Dangerous Goods Officer Office: (905) 760-5108 Cellular: (416) 948-7989 E-mail: david.slauson@cn.ca	Mardy Lee Speers (Toronto) Senior Risk Manager Office: (905) 669-3302 Cellular: (416) 577-7587 E-mail: mardylee.speers@cn.ca
Western Region	
Lee Nelson (Vancouver) Senior Dangerous Goods Officer Office: (604) 589-6657 Cellular: (604) 230-3447 E-mail: lee.nelson@cn.ca	Rick MacMillan (Edmonton) Senior Risk Manager Cellular: (780) 722-4520 E-mail: rick.macmillan@cn.ca
Southern Region	
Anthony Ippolito (Chicago) Senior Dangerous Goods Officer Office: (708) 332-3242 Cellular: (708) 728-5774 E-mail: anthony.ippolito@cn.ca	Derrell Ross (Chicago) Senior Manager, Safety & Compliance Office: (708) 332-3635 Fax: (708) 332-3512 Cellular: (708) 227-1788 E-mail: derrell.ross@cn.ca
Dangerous Goods	
Christine Gatti (Montreal) Dangerous Goods Specialist Office: (514) 399-4414 Fax: (514) 399-7427 Cellular: (514) 772-4414 E-mail: christine.gatti@cn.ca	

Note that the numbers above are NOT emergency response numbers.

In case of an Emergency contact the CN Police Communication Centre at:

1-800-465-9239

Note: The ERP is reviewed and updated by the custodians and key stakeholders every three (3) years. Any suggestions can be provided to one of the custodians.

SECTION 2: CORE PLAN

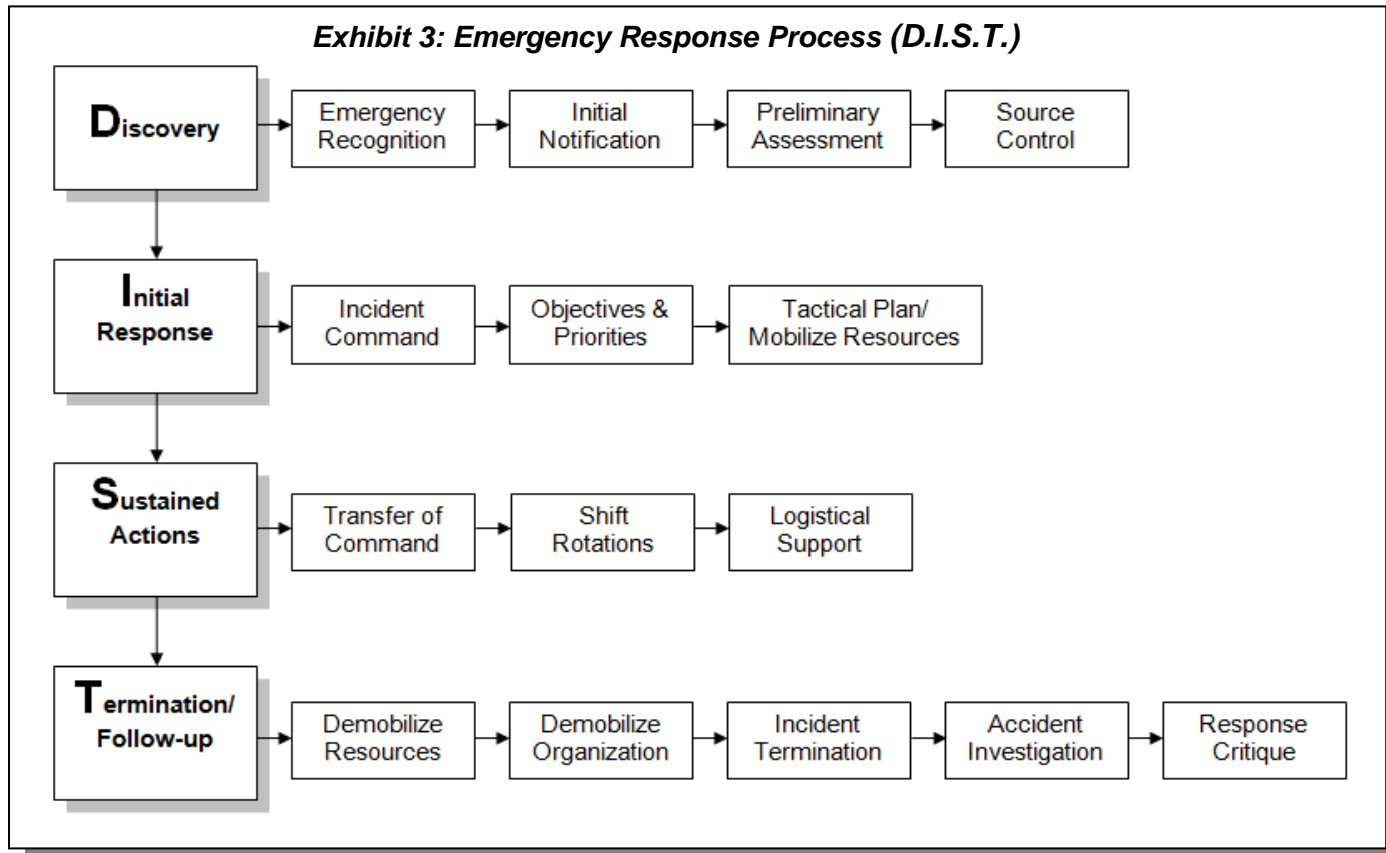
This Core Plan describes the fundamental components of CN's emergency response process. This section provides the critical information necessary to understand how CN's Operations personnel respond to emergencies.

INITIATE EMERGENCY RESPONSE LOGBOOK IMMEDIATELY.

- This is essential in order to maintain an accurate event timeline, implement effective emergency response and protect CN's interests. Refer to **Section 2.2.3.5**
- The Incident Command Logbook facilitates documentation during "operational periods" where sustained actions are required. Operational periods may be short in duration early in an incident (ex. 3 hours or 6 hours) but will likely lengthen as the incident progresses (ex. 12 hours). Refer to **Section 2.2.3.5**

Additional information and response tools (e.g., Job Aids) for several of the response actions identified in this section can be found in Annex 3. Exhibit 3 below depicts the basic activities and actions that are involved in the Emergency Response Process. The procedures associated with each activity or action are elaborated further in this section.

D.I.S.T. is an acronym for CN's incident response methodology used to manage incidents and associated operations. Section 2 of the ERP describes in further detail key elements including notification, command, objectives and priorities, shift rotations, logistical support and demobilization.



2.1 DISCOVERY

This part describes the initial actions to be taken by the person(s) discovering an incident prior to the commencement of any initial response activities. Actions discussed in this section include emergency recognition, initial notification, preliminary assessment of the situation, and source control.

2.1.1 Emergency Recognition – “What Am I Faced With?”

Anyone on CN property who encounters an emergency should take the following steps:

1. Protect the movement of cars and immediately advise the Transportation Supervisor (i.e. Assistant Superintendent, Trainmaster, Yardmaster, etc...) if operating within yards or Rail Traffic Center if operating outside of yards.
2. If necessary, notify municipal responders (Fire, Police, Emergency Medical Services (EMS)) by calling 911. EMS and ambulance should be notified when there are injuries or suspected injuries and the fire department should be notified if there is a potential for, or an actual fire.
3. Keep clear of the incident scene and take immediate action to warn the public and other employees.
4. Avoid any exposure to smoke or fumes, and keep all open flames, including cigarettes and smoking materials, etc. away from the incident scene.
5. Determine the status of the train from a safe distance uphill and upwind. If dangerous goods are involved, do not approach the scene. Bring the shipping papers and emergency response information and advise the appropriate contact as per the Incident Notification Process in Exhibit 5.
6. Reference Exhibit 4 for the information to provide to the Transportation Supervisor or Rail Traffic Center as soon as possible: For example:
 - Determine as quickly and safely as possible the cars directly involved in the incident, as well as those in close proximity to them.
 - Before approaching cars, identify the products involved by referencing any of the following:
 - Train journal / consist (confirm accuracy with latest AEI reading and records of cars picked up/set off en route)
 - Shipping documents / Waybill
 - Switch lists and any other available documentation
 - Emergency response information: (Emergency Response Guidebook)
 - Appropriate resources to obtain critical information (SRS-HAZ, MSDS/SDS, etc...)
 - If possible, determine:
 - Which cars are involved,
 - Their contents, and
 - The condition of the cars
 - If the locomotive is not directly involved in the incident, cut the movement as close as possible to the incident location, and remove the remaining cars to a safe distance.
 - Inform other personnel of products involved and any hazards that may be present.

- In all situations, cooperate with emergency response personnel. Immediately share all information from the shipping papers. Retain possession of all original copies of the shipping papers and the train journal / consist until they can be delivered to the relieving company officer.
- The Public Affairs Officer (PAO) will be the point of contact for the media, or other organizations seeking information directly from the incident or event. Consistent with CN policy, it is important that CN personnel not volunteer information, make guesses or estimates, or offer opinions related to the incident unless authorized to do so by the PAO.

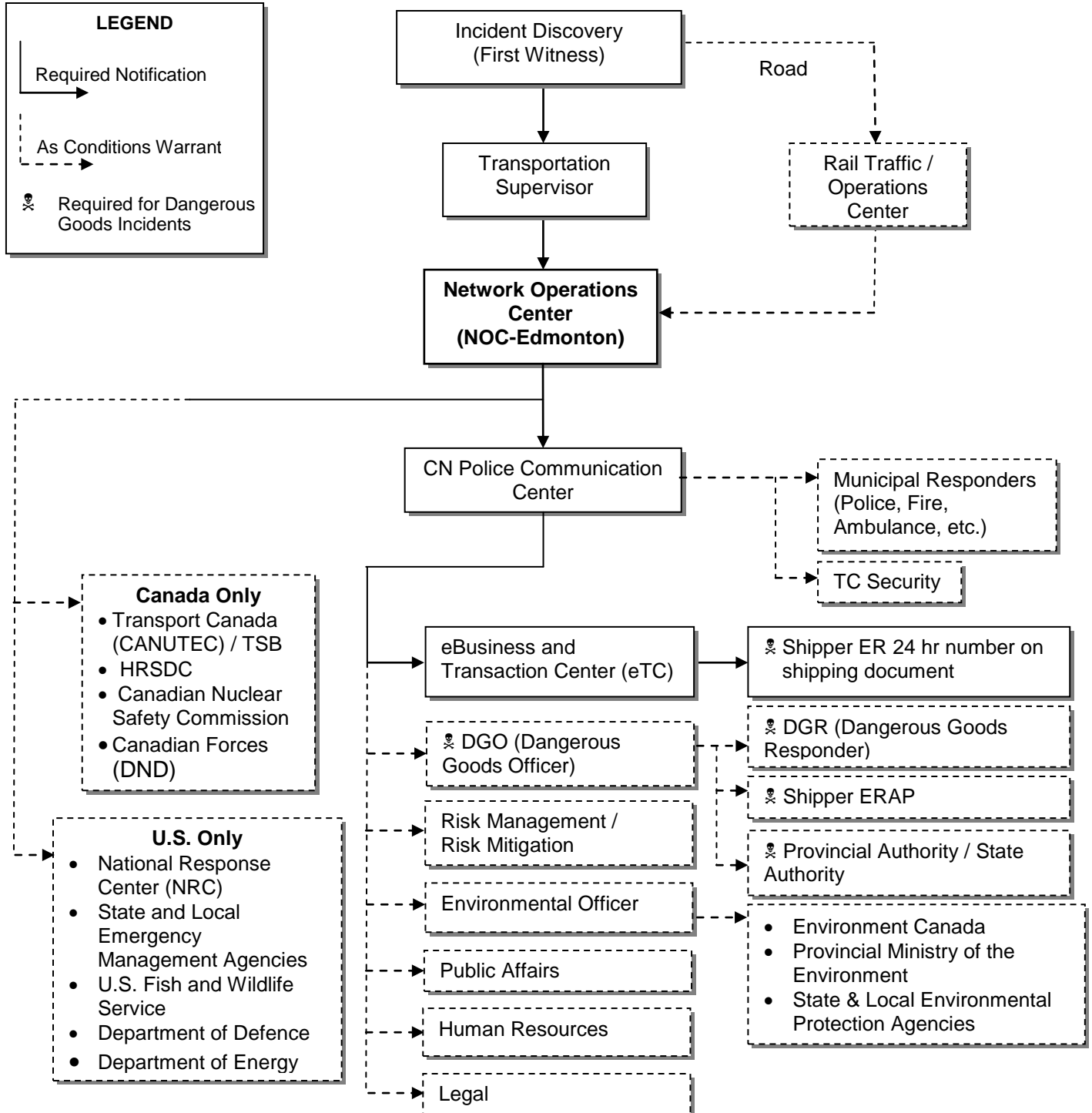
Exhibit 4: Information to be Provided by the First Witness to the Rail Traffic / Operations Center (Main Track) or Transportation Supervisor (Yard and All Other Locations)

• Name, title (call-back number) of the person making the report.	
• Nature and extent of any injuries.	
• Exact location of incident (subdivision and mileage).	
• Time incident occurred.	
• Numbers and types of the cars that are directly involved in the incident and those in close proximity to the incident.	
• Products contained in the cars directly involved in the incident and those in close proximity to the incident.	
• When a release or suspected release has occurred, the approximate rate of release and volume released.	
• Action taken (leaking car isolated, etc.).	
• Status and condition of the cars directly involved in the incident and those in close proximity to the incident.	
• Prevailing weather conditions (rain, wind direction and speed, etc.).	
• Surroundings, such as nearness to populated areas, terrain, and local bodies of water, in order to gauge danger to persons and the environment.	
• Whether a water body, sewer system, culvert or other perceived sensitive receptor is or may be impacted by any release.	
• Resources necessary to handle the situation, such as fire, ambulance, or law enforcement agencies.	
• Location where a member of the crew will meet arriving emergency response personnel.	

2.1.2 Initial Notification – “Has the Notification Process Been Initiated?”

The incident notification process for CN is presented in Exhibit 5 below and explained on the following pages.

Exhibit 5: Incident Notification Process



Annex 1A and Annex 1B “Notification”, provide detailed criteria and contact information for notification.

2.1.2.1 Required Incident Notifications

This section describes contacts that are required in the event of any incident regardless of size or magnitude including any emergency involving dangerous goods / hazardous materials or any other product which may pose a risk to employees, responder and/or public health and safety, or the environment.

First Witness

When a report of an incident or potential for an incident occurs in a CN yard or any other location, the first witness is responsible for immediately notifying the Transportation Supervisor. When the incident occurs on main track, the first witness must immediately contact the Rail Traffic / Operations Center directly.

Transportation Supervisor or Senior CN Operations Officer

The Transportation Supervisor is a generic term for the most senior CN Operations Officer at the scene of the incident. The Transportation Supervisor or their designee will serve as the CN Incident Commander (described in more detail throughout the Core Plan - Section 2). Command may be transferred upward when a higher authority arrives on scene. The Transportation Supervisor is responsible for:

- Advising operations employees to warn all persons not to approach damaged or derailed cars until the hazardous properties of all materials have been identified and/or contained or the site has been declared safe;
- Instructing operations employees to remain at the scene, unless safety is threatened, with all documentation until relieved;
- Ensuring that the Network Operations Center (NOC) has been notified without delay;
- As required, communicate with the CN Police Communication Center (1-800-465-9239). As deemed necessary, the CN Police Communication Center will arrange a conference call to directly notify municipal responders (Fire, Police, EMS).

Rail Traffic Center (RTC) / Rail Operations Center (ROC)

If the incident has taken place on the mainline and the information has been relayed to the Rail Traffic Center / Rail Operations Center, then the RTC / ROC is responsible for contacting the Network Operations Center.

Network Operations Center (NOC)

As depicted in Exhibit 5, when notified of an emergency, the Network Operations Center (NOC) is responsible for immediately implementing the incident notification process by contacting the CN Police Communication Center at 1-800-465-9239 and Regulatory Agencies as required (refer to descriptions below).

1) *Canada Only Notifications*

The NOC is responsible for contacting Regulatory Agencies such as Transport Canada (CANUTEC), the TSB, HRSDC, etc:

a) *Transport Canada (CANUTEC)*

CANUTEC is the Canadian Transport Emergency Center operated by Transport Canada.

b) Transportation Safety Board (TSB)

All derailments, collisions, crossing accidents and releases of Dangerous Goods must also be reported directly to the Transportation Safety Board of Canada.

c) Additional Government Agencies

In Canada, the NOC is responsible for arranging prompt notification of additional government agencies, as the situation dictates, including:

- HRSDC
- Canadian Nuclear Safety Commission; and
- Canadian Forces (DND).

2) CN Police

In the event of an emergency, the CN Police Communication Center is responsible for making the initial notification to the entities listed below as per Exhibit 5.

a) Transport Canada Security

As conditions warrant, the CN Police Communication Center will notify the CNPS Regional Inspector, who will in turn advise Transport Canada Security.

b) Municipal Responders

As conditions warrant, the CN Police Communication Center will notify municipal responders (Local 911). EMT and ambulance should be notified when there are injuries or suspected injuries and the fire department shall be notified if there is a potential for, or an actual fire.

c) eBusiness and Transaction Center (eTC)

The eTC is responsible to efficiently deliver electronic copies of consists, waybills, MSDS, etc. to the NOC, RTCs, responders, and other parties as required. The eTC is responsible for initiating the customer advisal process following the incident, including contacting the Shipper Emergency Response 24 hour number on the shipping document. The eTC is also responsible for coordinating the acquisition of rail cars for possible transload operations. After receiving initial notification of an incident, the eTC will be responsible for contacting the RTC centers and the NOC to obtain periodic status updates throughout the course of the incident.

i. Shipper ER 24-Hour Number on Shipping Document

For emergencies involving dangerous goods/hazardous materials, the eTC shall immediately notify the shipper using the 24-hour number on the shipping document, whether or not emergency response is required.

During incidents involving products which may pose environmental, health, or safety hazards, the Incident Commander shall obtain the relevant Material Safety Data Sheet (MSDS) from the eBusiness and Transaction Center.

d) Dangerous Goods Officer (DGO)

CN Police Communication Center shall notify the DGO for all incidents involving dangerous goods/hazardous materials or any other products posing a threat to employee, responder and/or public health and safety. As conditions warrant, the DGO will notify:

- i. **Dangerous Goods Responders**
- ii. **Shipper's Emergency Response Assistance Plan (ERAP)**
- iii. **Provincial Authority / State Authority (as per Exhibit 16)**

e) Risk Management / Risk Mitigation

CN Police Communication Center shall notify Risk Management / Risk Mitigation to assist in areas such as:

- Significant derailments and injuries
- Evacuation
- Right of way fires

f) Environmental Officer (EO)

As conditions warrant, the CN Police Communication Center will notify the EO who is then responsible for immediately reporting any size spill or potential spill that has or is likely to have an environmental impact, or that has entered the provincial environment (e.g., traveled off CN property), regardless of amount, to the appropriate Federal / Provincial / State Ministry of the Environment.

Such notification shall be made to the EO even when no release exists but a car / intermodal unit incurs damage that may result in a possible leak. As conditions warrant, the EO will notify the following entities:

- i. **Environment Canada, Provincial Ministry of the Environment, State and Local Environmental Protection Agencies.**

g) CN Public Affairs

Public Affairs will be notified by the CN Police Communication Center for emergencies such as those:

- Affecting the public or the environment; and/or
- That have already or are likely to come to the attention of the news media.

h) CN Human Resources Department

The Regional Representative for the Human Resources Department will be notified by CN Police for significant employee injuries (eg. loss of limb, loss of life, etc...) or emergencies that may raise potential labor issues.

i) CN Legal

As well, CN Police is responsible for site security and control (refer to Annex 3, Part 3.0) and taking all actions and decisions required under the circumstances to:

- Save lives;
- Prevent injuries;
- Provide safety to the general public and CN personnel; and
- Protect property within the CN right-of-way.

The CN Police will act as the liaison with local police as necessary.

3) U.S. Only Notifications

For the U.S., the NOC shall make the following additional notifications when required:

a) National Response Center

In the U.S., at the earliest practicable moment, the NOC should notify the National Response Center after each incident that occurs during the course of transportation (including loading, unloading and temporary storage), as required by 49 CFR 171.15. The NRC is responsible for contacting other Federal agencies, including:

- The Environmental Protection Agency (EPA): Responsible for assuring environmental clean-up. The Agency must be notified of releases of reportable quantities;
- The Department of Transportation (DOT): Notified of all incidents that occur during the course of transportation (including loading, unloading and temporary storage);
- The U.S. Coast Guard (USCG): Primarily concerned with water pollution. The U.S. Coast Guard works closely with EPA, and may substitute for EPA where spills occur only in water and adjacent land;
- The Department of Energy (DOE): DOE is notified if the incident involves radioactive materials. DOE provides assistance in handling incidents involving radioactive materials.

In addition to DOE, State Radiation Control Programs can, in most situations, provide the most prompt radiological advice as well as assistance at the scene of an accident. They are also prepared to assess all types of radioactivity. In most states, the radiation control program has the responsibility for at least initial radiological assessment of a transportation accident. In general, vehicle operators should notify the state radiation control authority of any incident that delays their progress.

A list of State Radiation Control Program Assistance Contacts by state can be obtained by contacting the Rail Traffic Center;

- The Nuclear Regulatory Commission (Nuc. Reg. Com);
- The National Transportation Safety Board (NTSB): Investigates serious or newsworthy accidents. The NRC will notify the NTSB if the incident meets the reporting requirements; and
- The Federal Railroad Administration (FRA) Investigates the incident if any of the following occurs involving a shipment of hazardous material:
 - A person is killed;
 - An injury involves hospitalization;
 - Estimated property damage exceeds \$50,000;
 - Fire, breakage, spillage, or suspected contamination involves radioactive materials or etiological agents; or

A situation exists of such nature that, in the judgment of the carrier, it should be reported.

b) State and Local Emergency Management Agencies

State and local emergency management agencies have reporting requirements that vary. Annex 1 provides a complete list of contact information and initial reporting requirements.

c) U.S. Fish and Wildlife Service

As conditions warrant, the Environment Department shall contact the U.S. Fish and Wildlife Service (FWS), and the appropriate state departments of natural resources.

d) U.S. Department of Defense

The Department of Defense (DOD) is notified of incidents involving DOD escorted shipments ("White Train"). Incidents are reported to the Albuquerque Operations Office.

e) U.S. Department of Energy

The Department of Energy (DOE) is notified if the incident involves radioactive materials. DOE will provide assistance with communications and arrange for technical advice for emergency responders to a radioactive material transportation incident. DOE will, if requested, provide on-scene radiological assistance to support state and local responders through the regional coordinating offices of its Radiological Assistance Program.

Additional Assistance for Incidents Involving Radioactive Materials

In addition to DOE, State Radiation Control Programs can, in most situations, provide the most prompt radiological advice as well as assistance at the scene of an accident. They are also prepared to assess all types of radioactivity. In most states, the radiation control program has the responsibility for at least initial radiological assessment of a transportation accident. In general, vehicle operators should notify the state radiation control authority of any incident that delays their progress.

A list of State Radiation Control Program Assistance Contacts by state can be obtained by contacting the RTC.

Section 2.1.2 provides an overview of the players involved in the initial notification process for emergencies. Annex 1A and Annex 1B provide detailed criteria for regulatory and response notification, the requirements for providing follow-up documentation, and contact lists and telephone numbers for response and regulatory reporting.

System Protection Maps identifying responders geographically, including their respective contact information, are available in Annex 2 for the following:

- Risk Management
- Dangerous Goods
- Environment
- CN Police
- Public Affairs
- Risk Mitigation (U.S.)
- Damage Prevention

2.1.3 Preliminary Assessment – “What Information Do I Need?”

This part describes the process of assessing the situation beyond the initial discovery, including an identification of the incident type, the specific hazards involved, and the magnitude of the problem.

2.1.3.1 Identifying the Incident Magnitude

In order to allocate the appropriate response resources, the Senior Region Officer will consider all the available incident information to determine the Incident Magnitude. For incidents involving products which may pose environmental, health, or safety hazards, the Senior Region Officer will consult with the DGO and/or EO in order to properly understand the incident magnitude.

2.1.3.2 Identifying the Specific Hazards Involved

The IC and/or DGO and/or EO will seek input from all available resources in order to identify all of the products that may be involved in the incident. The products involved may be identified from information contained in the documentation listed below:

- Train journal / Consist

- Shipping documents / Waybill
- Switch lists and any other available documentation
- Emergency response information: (Emergency Response Guidebook)
- Contact appropriate resources to obtain critical information (SRS-HAZ, MSDS, CANUTEC/CHEMTREC, etc...)

In the U.S., regulations require that train crews have in their possession a copy of the Emergency Response Guidebook, which provides potential hazards and immediate action information for dangerous goods/hazardous materials.

Federal Regulations require that a shipping document accompany all shipments of dangerous goods/hazardous materials.

2.1.3.3 Identifying the Magnitude of the Problem

As soon as possible after the discovery of an incident an initial assessment is performed to determine the magnitude of the problem. The Senior Region Officer is responsible for assessing the magnitude of the incident in consultation with the DGO, the EO, and/or any qualified resource. The assessment includes, but is not limited to, the following:

- Identification of the nature, amount, and location of released materials;
- Identification of materials involved in the incident, even if they are not released;
- Evaluation of the threat to human health;
- Determination of the probable direction and time of travel for released materials;
- Identification of possible exposure pathways for humans and the environment; and
- Identification of potential impacts on human health and safety, the environment, natural resources, and property (see Regional Supplements).

2.1.3.4 Identifying the Populations or Resources Threatened

Upon notification of an incident, the NOC will use all available information to quickly identify the location of any incident, the possible materials involved, the homes, farms, or other domiciles in the immediate area and details of the terrain. This information should be provided to the Senior Region Officer as well as onsite responders. Certain local supplements (Section 4) provide information regarding population and resources threatened at selected yards.

Onsite responders should consult the table of Initial Isolation and Protective Action Distances contained in the *Emergency Response Guidebook*.

2.1.3.5 Safe Distances

The process described above will also be used to identify safe distances for all personnel that may be at the site of an incident that are not properly trained to respond to an incident involving hazardous materials.

2.1.4 Source Control – “What Can I Do Now To Minimize The Outcome?”

When products involved may pose environmental, health, or safety hazards, extreme caution must be taken by all concerned. At no time shall operations resume until the area has been declared safe. In certain circumstances it is possible to take immediate actions **safely** to minimize the impact, including:

- Moving car(s) to an isolated track
- Confining release to CN property
- Isolate affected area by controlling access and activating notification process

2.2 INITIAL RESPONSE

Initial response will vary significantly depending on the magnitude of the incident. Most minor incidents will not necessitate the execution of all activities described in this part. The remediation of many incidents can be successfully handled with CN resources in a very short time. In these cases, the situation will be assessed by first responders in much the same manner as described in the previous part, including identifying the incident type, the specific hazards involved, the magnitude of the problem, and the populations or resources threatened. For Dangerous Goods incidents, regardless of the assessment, the eTC is responsible for initiating the customer advisal process.

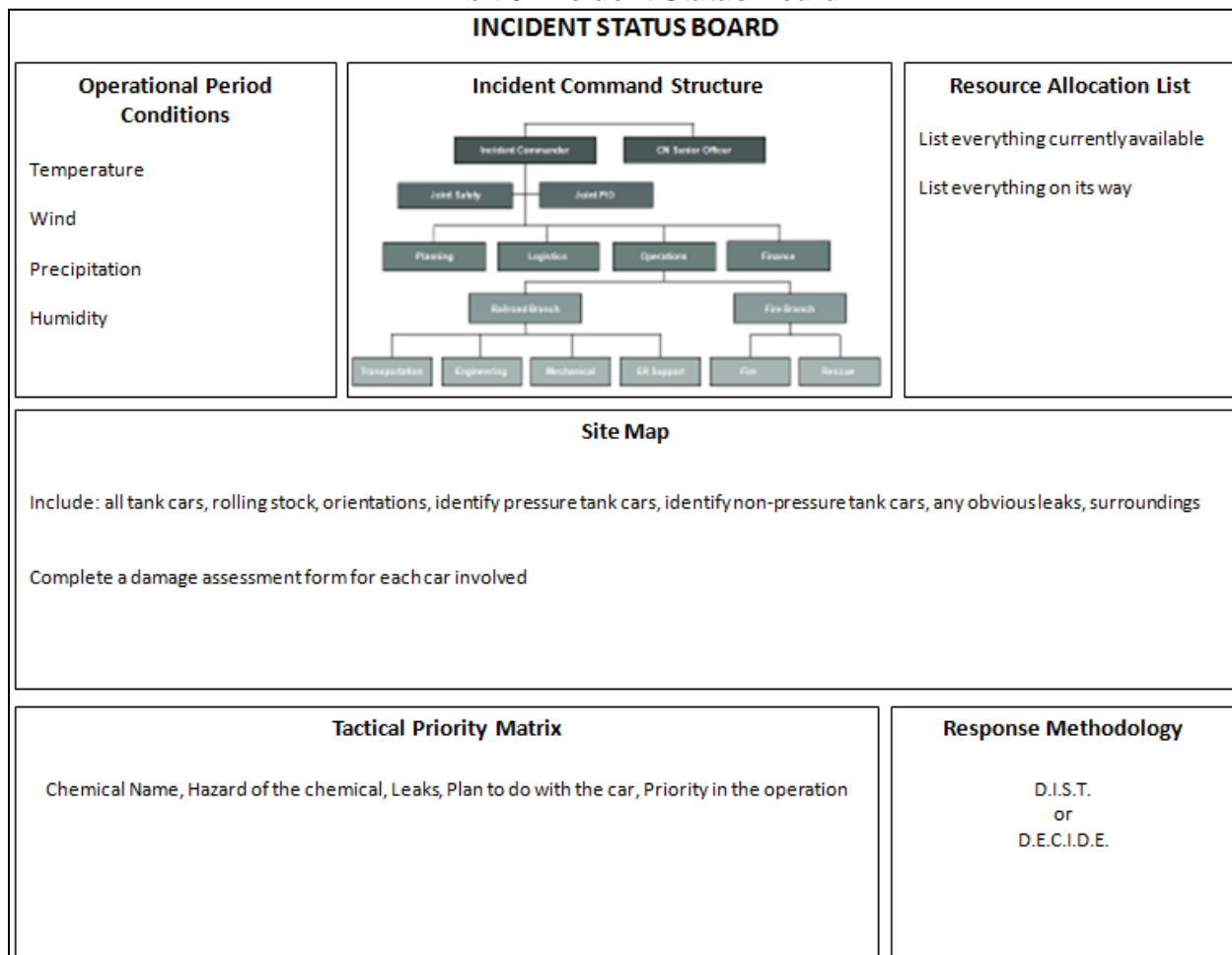
Incidents involving more serious consequences may warrant Senior Region Officer intervention. Depending on the assessment, RTC may be instructed to notify additional response entities. In this situation, the customer / shipper / consignee and/or mutual aid assistance teams will play a larger role in the response effort.

2.2.1 Incident Command System – “Establish Organizational Control!”

This part describes CN’s Incident Command System (ICS), which is its system for response management. In addition, the concept of Unified Command, which brings together, as partners, all response organizations at the scene of an incident, is also discussed.

The use of an incident status board within the Incident Command Center or Forward Operating Center gives everyone real-time visual incident status. The incident status board should be used in conjunction with the Incident Command Logbook. The incident status board consists of six components; current and forecasted conditions, command structure, available resources, response methodology, site map or image and tactical priority matrix. The incident status board is a valuable tool and serves to assist in the management of highly complex incidents. Refer to Exhibit 6.

Exhibit 6: Incident Status Board



2.2.1.1 CN’s Incident Command System Organization

The ICS facilitates the rapid mobilization and effective use of resources needed to carry out and support emergency or non-emergency response operations. Although the ICS is highly structured, it provides for the flexibility of command needed to adjust to the dynamic nature of the incident. At the same time, the ICS maintains continuity of command throughout the conduct of response operations. For these reasons, the ICS is equally suited for small and large incidents.

Every emergency has major management actions or functions that must be performed. Even if the event is very small, and only one or two people are involved, these functions will still apply to some degree. The ICS divides an emergency response into five manageable functions that are essential for emergency response operations:

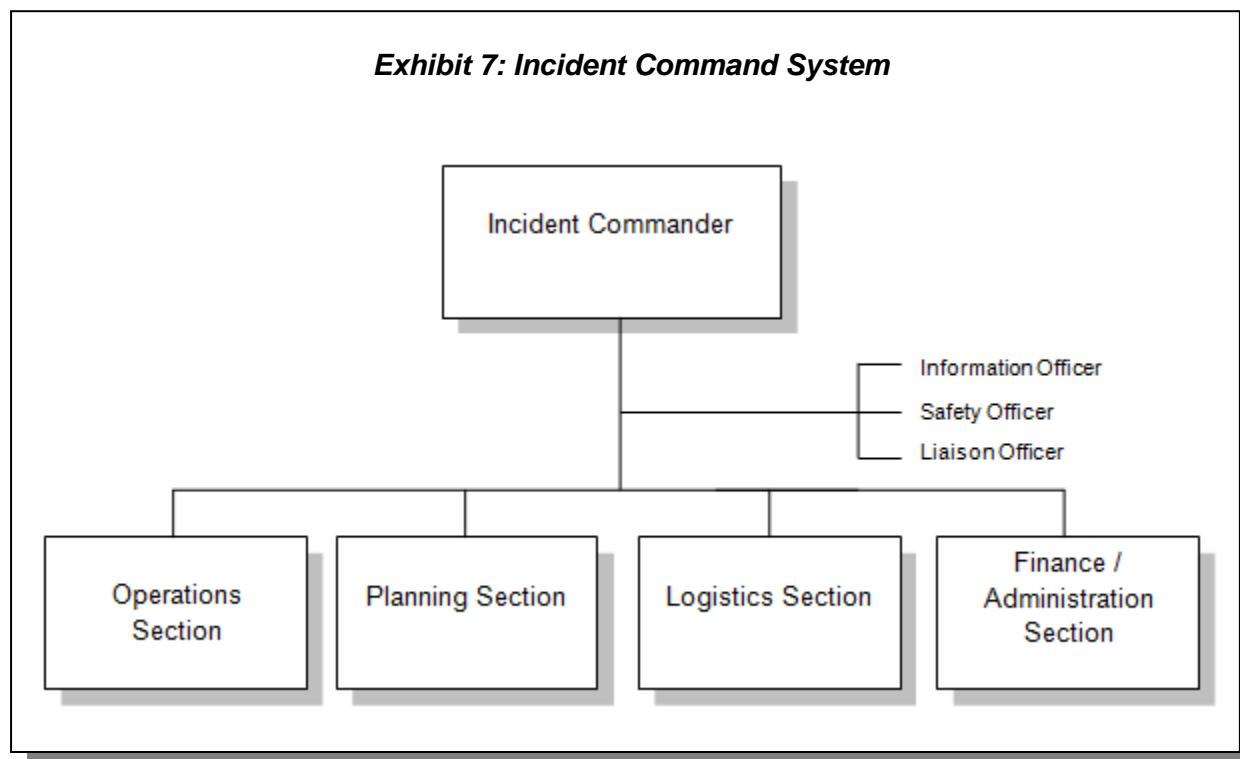
1. **Command** (which includes the Incident Commander as well as his or her “Command Staff,” as included in the positions of Safety, Information, and Liaison);
2. **Operations;**
3. **Planning;**
4. **Logistics;** and
5. **Finance/Administration.**

These five major management functions are the foundation upon which the ICS organization develops. They apply for handling a routine emergency, organizing for a major event, or managing a major response to a disaster. The ICS provides maximum flexibility to activate as

many positions within the functional areas as are necessary to handle the magnitude of an incident.

On small incidents, one or all of the five major functions may be managed by the Incident Commander (IC). Large incidents usually require that each function be set up as a separate section within the system. Exhibit 7 illustrates the ICS that would most likely be established in the event of a major incident. There is no one “best” way to organize, thus the organization should adapt to meet the needs of the incident. The characteristics of the incident and the management needs of the IC determine what organization elements should be established. If the incident is small, it may not be necessary to activate all of the sections depicted in Exhibit 7. Conversely, if an incident begins to escalate, it may be beneficial to organize additional branches under the direction of the most appropriate function to address specific needs, as demands dictate. It is also important to recognize that, in the majority of incidents, several of the functions and activities depicted in Exhibit 7 may be performed by entities such as emergency response teams provided by the shipper / consignee, mutual aid assistance teams, or local/municipal response organizations. It is not expected that CN personnel will have to fill each position identified. It is the responsibility of the IC to coordinate the response effort and ensure that each necessary activity/function is being performed efficiently by someone involved in the response effort. Furthermore, the incident organization may change over time to reflect the various phases of the incident (more complex organization to handle more complex incidents).

Annex 3 contains a brief description of the roles of each of the 5 functions depicted in Exhibit 7.



2.2.2 Unified Command (UC) Organization

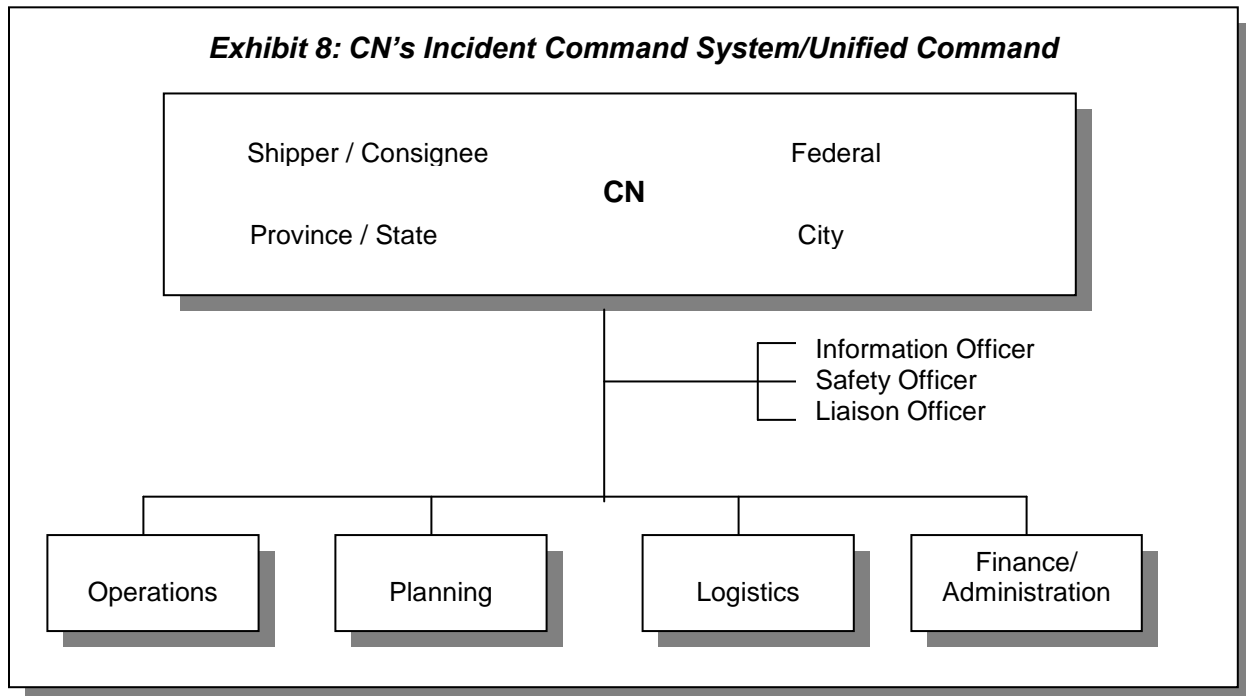
Incidents at a yard, along main track, or on other railway property may also have the potential for offsite consequences and various authorities may join the response effort. CN embraces the Unified Command (UC) concept where several response organizations are brought together as partners in the response effort, including provincial / state and regional response organizations, federal representatives, and the shipper / consignee and/or its mutual aid partners. UC provides

guidelines for agencies with different legal, geographic, and functional responsibilities to work together effectively. UC is a team effort that allows all agencies with responsibility for the incident, either jurisdictional or functional, to jointly provide direction to an incident through a common set of incident objectives and strategies. This is accomplished without losing or abdicating agency authority, responsibility, or accountability.

In the event of a major incident the UC would most likely consist of representatives from the shipper / consignee, the province / state, the city, and/or federal representatives (Exhibit 8). Each of these representatives in the UC retains authority to control the resources it provides to the response effort. Provincial / state and federal legislation allow for an authority outside of the railway, such as a mayor, police chief, fire chief, or federal representative to assume the role of the IC.

UC provides for shared involvement of the various responding organizations. It creates the link between the organizations responding to the incident and provides a forum for these agencies to make decisions. Under UC, the various jurisdictions and/or agencies are blended together throughout the ICS to create an integrated response team (Exhibit 8).

ICS/UC also ensures that information is shared both horizontally and vertically throughout the response organization, allowing the response to be conducted effectively. CN may also establish a Joint Information Center, so the response effort is represented to the public by one unified voice.



2.2.3 Response Objectives and Priorities – “What is my overall objective?”

This part identifies CN’s response priorities and describes the process for identifying incident objectives and strategies, and executing tactical direction.

2.2.3.1 Response Priorities

All CN employees must understand that their role at an emergency is to work with all responding organizations to bring the incident to a safe conclusion. CN personnel will manage

their own resources, while striving to interact and cooperate effectively with other responding entities through the principles of ICS/UC.

CN response priorities are:

- Immediate life safety;
- Health of affected persons;
- Protection of public and private property;
- Protection of the environment; and
- Continuity of business.

2.2.3.2 Identifying Incident Objectives

Once an ICS has been established, the IC or UC is responsible for determining the incident objectives, strategy, and tactical direction. Incident objectives are statements of intent related to the overall incident. For some kinds of incidents the time to achieve the objectives is critical. In others, time, while always important, may not be an overriding issue. All incident objectives must be measurable. In addition to the objectives outlined in Section 1.1, the following are further examples of incident objectives:

- Stop the release of dangerous goods / hazardous materials;
- Contain fire within existing structures;
- Search affected area for injured persons or casualties;
- Stop the flow of toxic or other materials to environmentally sensitive areas (example: lakes, rivers, sewers, etc...); or
- Stop the release of any other product which may pose a risk to people, property, the public, and/or the environment;
- Contain and plan for remediation of any spilled product which may pose a risk to people, property, the public, and/or the environment

2.2.3.3 Identifying Incident Strategies

The IC should develop appropriate strategies describing the methodology that will be used in achieving the incident objective.

2.2.3.4 Executing Tactical Direction

Tactical direction describes what must be accomplished within the selected strategy or strategies in order to achieve the incident objectives. Tactical direction is the responsibility of the IC or the Operations Section Chief if that position has been established. Jointly developed tactics can assure understanding and enhance commitment. This is particularly important when the incident involves personnel from multiple disciplines.

2.2.3.5 Emergency Response Logbook

A CN emergency “Incident” is an event comprised of multiple phases or stages.

The **Emergency Response Phase** consists of actions such as; initial response, fire suppression, containment and confinement, wrecking operations and stabilization.

The **Mitigation Phase** of an incident consists of actions such as; product transfers, cleaning, purging and scrapping of cars, infrastructure restoration and product recovery.

The **Remediation Phase** of an incident consists of actions such as; ground water monitoring, ground / water restoration, landscaping and environmental monitoring.

The purpose of the Incident Command Logbook is to provide the framework and necessary forms needed to assure command and control at an incident so all stakeholders are working effectively and efficiently to obtain unified goals and objectives in a safe and organized manner.

The Incident Command Logbook contains the forms most commonly used at an incident. Not all forms will need to be populated for all incidents. The forms needed at an incident are similar in concept to the incident command structure which can expand and contract based on size and complexity. *At some incidents mitigation and remediation are part of the initial response so incident duration does not warrant the use of operational periods. In these instances incident command logbook entries are limited or not required.*

At a minimum the Incident Command Logbook should be used at the following types of incidents:

- Large and complex incidents where multiple CN functions require strict coordination
- Where CN will interface with other first response agencies

The Incident Command Logbook facilitates and standardizes the documentation which is the responsibility of the Incident Commander (IC). The Incident Command Logbook is also designed to assist in the organization of activities, tracking actions taken throughout the emergency response and general record keeping.

The Incident Command Logbook facilitates documentation during “operational periods” where sustained actions are required and Incident Action Plans are carried out. An Incident Action Plan is submitted as the tactical objective by functions at the beginning of each operational period. Early in an incident the operational periods may be short in duration (ex. 3 to 6 hours) but will likely lengthen as the incident progresses (ex. 12 hours).

The IC may at any point designate a person responsible for the logbook entries and general documentation. When command is transferred, a briefing should take place and the logbook should be jointly reviewed to ensure operational goals and objectives are met.

Upon termination of the emergency response and mitigation phases of an incident, the Incident Command Logbook should be sent to Regional Law or a designee within two (2) weeks of termination.

A companion document entitled “Emergency Response-Supervisor Job Aid” is available for management personnel and can be used as an additional resource during incidents.

Exhibit 9: Chain of Custody Form

CN Chain of Custody Form

The Incident Commander (IC) is responsible for ensuring that the Chain of Custody Form is used continuously from the inception of the emergency.

Incident Commander
 Name: _____ Title: _____

Removal of Document from the Emergency Site
 Emergency Location: _____
 Date Removed: _____ Time Removed: _____
 Name and Title of Person Removed By: _____
 Signature: _____

First Transfer:
 Date of transfer: _____ Time of transfer: _____
 Transferred from: _____
 Delivery method (Hand Delivery, Courier, Mail, etc.): _____
 Transferred to (name of person delivered to): _____
 At (location delivered to): _____
 Date received: _____ Time received: _____
I attest that the above information regarding the first transfer is true and correct.
 Signature of Transferer: _____ Date: _____
 Signature of Receiver: _____ Date: _____

Second Transfer:
 Date of transfer: _____ Time of transfer: _____
 Transferred from: _____
 Delivery method (Hand Delivery, Courier, Mail, etc.): _____
 Transferred to (name of person delivered to): _____
 At (location delivered to): _____
 Date received: _____ Time received: _____
I attest that the above information regarding the first transfer is true and correct.
 Signature of Transferer: _____ Date: _____
 Signature of Receiver: _____ Date: _____

2.2.3.6 Site Coordination / Communications

The Incident Commander must ensure that the Unified Command System maintains effective communications throughout the emergency response.

This will ensure that all responders involved in the emergency response have an opportunity to provide input into the response objectives and priorities, while remaining updated on the evolution of strategies and tactical activities. This approach will allow all responders to coordinate their respective activities safely and efficiently.

Effective communications need to be achieved through the unified command system and regular briefings with responders. Briefings must be held frequently at the onset of emergency response activities (ex: every 4 hours or as required by circumstances), and the time between briefings can be extended as emergency response activities stabilize and risks diminish.

For incidents involving the establishment of a command post by CN, or in conjunction with an outside agency, CN Police will implement site security based on a site risk assessment that will be used to determine control measures required for the scope and nature of the incident.

2.2.3.7 Additional Resources

Additional technical resources, including response equipment and specialized capabilities are referenced in (Annex 1A and Annex 1B). These resources include:

- Center for Toxicology and Environmental Health (CTEH)
- Transportation Technology Center, Inc. (TTCI)
- Emergency Response Assistance Canada (ERAC)
- Explosive Service International
- Specialized Response Solutions (SRS)
- US Environmental Services (USES)
- GHD Environmental
- Railway Association of Canada (RAC) Dangerous Goods Specialists
- Association of American Railroads (AAR)

2.2.4 Developing Tactical Plan and Mobilizing Resources – “How Do I Accomplish My Strategic Objective?”

This part describes the process for initiating protective actions and conducting mitigating actions appropriate to the incident, including control and containment of a release.

2.2.4.1 Initiating Protective Actions

In the event of an emergency, protection of life and health is the first concern. When in doubt, the safest course of action must be taken. If an evacuation is required, CN has the decisional authority to evacuate personnel on CN property. CN may assist in simultaneously notifying nearby businesses and the community, however, it is the decision and responsibility of local authorities (e.g., police and fire departments) to initiate protective actions, such as evacuations, for the communities outside CN's operations. (Annex 3) provides detailed evacuation and shelter-in-place procedures for CN's Operations.

2.2.4.2 Mitigating Action/Containment of the Release

Once personnel and population protective measures have been activated, CN personnel will take action to prevent, mitigate, or minimize the threat. In determining the appropriate extent of action to be taken at a given release or spill, the preliminary assessment and current conditions must be evaluated. The following factors should be considered in determining the appropriate mitigating actions:

Exposure to products which may pose environmental, health, or safety hazards to nearby populations, animals, or food chains;

- Contamination of drinking water supplies or sensitive ecosystems;
- Pollutants, or contaminants in storage containers that may pose a threat of release;
- High levels of products which may pose environmental, health, or safety hazards, or contaminants in soils, largely at or near the surface, that may spread;
- Weather conditions that may facilitate the spread or release of substances;
- Threat of fire or explosion;
- The availability of other response mechanisms; and
- Other situations or factors that may pose threats to public health, welfare, or the environment.

Should a determination be made that an action is necessary to contain the source of the release, or potential for a release, actions should be taken as soon as possible to prevent and minimize the threat to public health, welfare, or the environment. Exhibit 10 identifies containment actions that are appropriate in the corresponding situations identified. Additional procedures for terrorist threats or incidents involving threats to security are referenced in (Annex 5).

Exhibit 10: Containment Actions

Situation	Potential Action
Where humans or animals have access to the release	Fences, warning signs, or other security or site control precautions
Where precipitation or runoff from other sources may enter the release area	Drainage controls
Where needed to maintain the integrity of the structures	Stabilization of berms, dikes, or impoundments
Where needed to reduce the spread of dangerous goods/hazardous materials into soil, groundwater, or air	Capping of contaminated soils or sludge
Where use of such chemicals will reduce the spread of release	Using chemicals or other materials to retard the spread of release or to mitigate its effects
Where removal will reduce the spread of contamination	Removal of contaminated soils from drainage or other areas
Where it will reduce the likelihood of spillage, leakage, exposure to humans, animals or food chain, or fire or explosion	Removal of bulk containers that hold dangerous goods/hazardous materials
Where it will reduce the likelihood of exposure of humans or animals to contaminated water	Provision of alternative water supply

2.3 SUSTAINED ACTIONS

This part describes the process of transition from the initial emergency stage to the sustained action stage involving more prolonged mitigation and recovery actions. This includes transferring command, shift rotations, and obtaining logistical support.

Almost every emergency will require that activity transition from the initial emergency response stage to the sustained action stage involving more prolonged mitigation and recovery actions. When this occurs, it is often necessary to provide shift rotations to relieve first responders who may have been on-scene for several hours. One of the main features of ICS is the ability to transfer command and staff positions with minimum disruption.

2.3.1 Transfer of Command – “When and How Do I Transfer Command?”

Transfer of command may take place when a more senior person arrives at the scene and elects or has been designated by higher authority to assume the position of IC. This often occurs when an incident continues to escalate. Transfer of command can also take place in reverse (e.g., transferring command to a less senior or less experienced person in an incident that is under control or moving toward demobilization). In addition, transfers may also be needed for personnel assigned to assume command or staff positions for continued operations. The decision to transfer command is based on complexity of the incident, qualifications, and experience. Prior to every command transfer, the current IC should ensure that:

- An Incident Command Post has been established;
- Transfer of command will take place face-to-face, if possible;
- A briefing or status report is provided to the incoming commander; and
- Appropriate notifications are made to incident personnel and appropriate non-incident locations.

2.3.2 Shift Rotations – “Brief Personnel!”

Face-to-face briefings between outgoing and incoming personnel should be performed to cover relevant issues such as:

- The situation status;
- Objectives and priorities;
- The current organization;
- Resource assignments;
- Resources en route and/or ordered;
- Facilities established;
- Communications Plan; and
- Prognosis, concerns, related issues.

2.3.3 Logistical Support – “What Support Services Do I Need?”

In the event that a response extends for several days, CN’s Logistics Section of the ICS becomes increasingly important in meeting the demands of personnel and resources directly assigned to the incident. In a large scale incident, the Service and Support Units of the Logistics function will be responsible for ensuring that all responders are provided with sufficient resources (food, water, sleeping areas, medical, transportation services, etc...)

2.4 TERMINATION AND FOLLOW-UP ACTIONS

This subsection describes the process for concluding a response, including demobilizing response resources, demobilizing organizational elements, and incident termination, including follow-up actions such as accident investigation and response critique.

2.4.1 Demobilization of Resources – “Plan and Document Release of Resources!”

At all times during an incident, and especially at the conclusion of response activities, the IC and staff members must determine when assigned resources are no longer required to meet incident objectives. Excess resources should be released in a timely manner to reduce incident-related costs, and to “free up” resources for other assignments. Consult with transportation, mechanical, engineering, and support functions (Dangerous Goods, Environment, Damage Prevention, etc.) prior to releasing resources.

During larger incidents, especially those that may have personnel and tactical resources from several organizations or jurisdictions, it is important for the IC to coordinate the development and the communication of a detailed demobilization plan to all stakeholders in order to release resources expediently and effectively.

Demobilization of key resources (wrecking services, ER contractors, etc...) shall be recorded in the Emergency Response Logbook.

2.4.2 Demobilization of Organizational Elements – “Plan and Document Demobilization of Organization!”

As the response nears conclusion, it is appropriate to demobilize units, branches and sections as conditions warrant. Anytime a unit, branch, or section is demobilized, the function it was performing goes to the next higher level in the chain of command. This process must be communicated to all stakeholders.

2.4.3 Incident Termination

After consultation with officers in key functions such as Mechanical, Engineering, Transportation, Dangerous Goods, Damage Prevention, and Environment, the IC may determine that incident objectives have been met and emergency response operations can be terminated. Even after the response has been terminated and the ICS has been deactivated, it is possible that some functions may require further participation (either on-site or off-site) to conclude the incident response, such as overseeing clean up and remediation efforts. These functions should be consulted to ensure they have the proper operational, logistical and safety support.

2.4.4 Accident Investigation

All incident investigation results will be documented and the information entered into SAP (CN's safety database).

2.4.5 Response Critique

When deemed appropriate by senior company officers an internal response critique may be carried out. The critique is intended to identify lessons learned to improve the response to future incidents. The critique may include a discussion of the incident, the factors involved, the dangerous goods/hazardous materials involved, the response actions taken, whether the existing procedures and resources functioned as expected; improvements to procedures and resources, and needs for additional training, equipment, and communications. A response critique with external parties such as the local fire department may also be carried out.

Each region is responsible for oversight of the response critique process and completion of any resulting action items.

Exhibit 11 provides useful tools to assist in structuring and planning the emergency response critique.

Exhibit 11: Response Critique Preparation

The following chart should be completed as required for each of the 8 key items to be reviewed in the Response Critique. The 8 key items are listed following the chart, also included is additional information for each item to be considered when preparing the final review.

Item:	
Strong points & Successes	Weak points & Deficiencies
1.	1.
2.	2.
3.	3.
4.	4.
Suggestions for Improvement:	

Item 1 - Notification Process Internal and External

- Emergency recognition
- Initial notification
- Preliminary assessment of the situation

Item 2 - Incident Command System/Unified Command System

- Command Post
- Central log
- Chain of custody
- Briefings
- Interface with Regulatory Agencies
- Interface with Emergency Response Teams & Contractors
- Access to necessary resources / people
- Internal & External communications
- Crisis communications / Public affairs
- Incident termination & follow-up

Item 3 – Safety

- Site Safety Practices
- Levels of Protection
- Air Monitoring
- Protective Clothing
- Air Supply
- Perimeter - Hot Zone /Decon/ Warm Zone / Cold Zone
- Entry Team Action
- Decontamination
- Medical monitoring
- Public protection (evacuate/shelter in place)

Item 4 - Damage Assessment

Item 5 - Site Security

Item 6 – Claims

Item 7 – Containment / Confinement

- Containment
- Plugging
- Patching
- Capping
- Replacing / repairing
- Confinement
- Diking
- Excavation
- Booming
- Pumping
- Vapour suppression

Item 8 - Other Comments

2.5 Tactical Plan Integration with Outside Agencies

D.E.C.I.D.E. is an acronym for a tactical response process used widely throughout the emergency response community. CN's Dangerous Goods Team uses D.E.C.I.D.E. as a tactical tool during the emergency response and mitigation phases of an incident when working with external emergency response partners. The D.E.C.I.D.E. process is explained in further detail below.

D – Detect the presence of dangerous goods (hazardous materials)

Detecting the presence of the dangerous good(s) is completed by performing a thorough site assessment to evaluate what commodities are involved, types of containers, damage to the container, and orientation of the container and any leaks or threat of release.

E – Estimate the likely harm without intervention

Estimating what will happen to the containers requires working knowledge of the container, nomenclature and the physical and chemical properties of the commodity. Information gathered in this phase includes; estimating outcome without intervention, stresses on the container, dangerous goods migration if released, incident location, types of dangerous goods involved, likelihood of container failure, and associated impact.

C – Choose the best option

Choose the best option for mitigating the hazard(s) based on the information gathered during the previous steps. Consideration should be given to personnel protection, protection of the public, protection of the environment and protection of property when choosing the best option.

I - Identify response options

During this phase responders evaluate any and all tactical options such as evacuation, plugging and patching, damming and diking, fire control, and controlled release of product.

D – Do the best option

After review of all tactical options, an Incident Action Plan is implemented. This may be offensive, defensive or non-intervention in nature.

E – Evaluate progress

Tactical intervention and associated incident action plans are evaluated between operational periods and at termination of the emergency response phase.

SECTION 3: ANNEXES

Annex 1A: Notification - Canada

All relevant notifications shall be made as per Exhibit 5: Incident Notification Process of the Core Plan.

TSB REPORTING REGULATIONS

Refer to TSB Regulation for definitions and further detail as well as applicable job aids relevant to the following:

Mandatory Reporting – Railway Occurrences

5. (1) The operator of the rolling stock, the operator of the track and any crew member that have direct knowledge of a railway occurrence must report the following railway occurrences to the Board:

- (a) a person is killed or sustains a serious injury as a result of
 - (i) getting on or off or being on board the rolling stock, or
 - (ii) coming into contact with any part of the rolling stock or its contents;
- (b) the rolling stock or its contents
 - (i) are involved in a collision or derailment,
 - (ii) sustain damage that affects the safe operation of the rolling stock,
 - (iii) cause or sustain a fire or explosion, or
 - (iv) cause damage to the railway that poses a threat to the safe passage of rolling stock or to the safety of any person, property or the environment;
- (c) a risk of collision occurs between rolling stock;
- (d) an unprotected main track switch or subdivision track switch is left in an abnormal position;
- (e) a railway signal displays a less restrictive indication than that required for the intended movement of rolling stock;
- (f) rolling stock occupies a main track or subdivision track, or track work takes place, in contravention of the Rules or any regulations made under the Railway Safety Act;
- (g) rolling stock passes a signal indicating stop in contravention of the Rules or any regulations made under the Railway Safety Act;
- (h) there is an unplanned and uncontrolled movement of rolling stock;
- (i) a crew member whose duties are directly related to the safe operation of the rolling stock is unable to perform their duties as a result of a physical incapacitation which poses a threat to the safety of persons, property or the environment; or
- (j) there is an accidental release on board or from a rolling stock consisting of a quantity of dangerous goods or an emission of radiation that is greater than the quantity or emission level specified in Part 8 of the Transportation of Dangerous Goods Regulations.

- (2) The report must contain the following information:
- (a) the train's number, direction, tonnage, length and authorized speed;
 - (b) the number of loaded cars and empty cars on each train and cut of cars;
 - (c) the names of the operator of the rolling stock and the operator of the track;
 - (d) the date and time of the occurrence;
 - (e) the number of crew members, passengers and other persons involved in the occurrence and the number of those who were killed or sustained serious injuries as a result of the occurrence;
 - (f) the number of rolling stock or intermodal platforms that are damaged or have derailed and their reporting marks;
 - (g) for each rolling stock that is damaged or has derailed, whether the rolling stock is loaded, empty or contains residue;
 - (h) for each damaged or derailed rolling stock a list of all the dangerous goods on board the rolling stock, including the shipping name or UN number of the dangerous goods;
 - (i) if dangerous goods are released,
 - (i) the shipping name or UN number of each dangerous good,
 - (ii) the reporting marks of each rolling stock from which the dangerous goods were released,
 - (iii) a brief description of each of the means of containment from which the dangerous goods were released, including the specification of the means of containment,
 - (iv) a brief description of the condition of each of the means of containment from which the dangerous goods were released,
 - (v) the quantity of the dangerous goods on board each rolling stock or in each means of containment prior to the occurrence, and
 - (vi) the quantity of each dangerous good that is known or suspected to have been released;
 - (j) the local weather conditions at the time of the occurrence and any climatic conditions such as snow, ice, wind, fog, dust and severe heat;
 - (k) the location of the occurrence, including the mile, the subdivision and the track designation;
 - (l) a description of the occurrence and the extent of any resulting damage to the environment and to the rolling stock, the railway and other property;
 - (m) a description of any action taken or planned to protect persons, property and the environment, including any evacuation as a result of the occurrence;
 - (n) the name and title of the person making the report and the phone number and address at which they can be reached; and
 - (o) any information specific to the occurrence that the Board requires.
- (3) The person making the report must send to the Board
- (a) as soon as possible and by the quickest means available, all the information required under subsection (2) that is available at the time of the occurrence; and

(b) the remainder of that information by the end of the calendar month following the month of the occurrence.

TDG REPORTING REGULATIONS

Under Part 8 of the Canadian Transportation of Dangerous Goods Regulations (TDGR), CN will immediately report an accidental or imminent release of dangerous goods from a means of containment if the release of dangerous goods or an emission of radiation exceeds the quantity or emission level set out in Exhibit 15. CN must immediately report the accidental release to the entities listed in Exhibit 16.

An immediate report of an imminent accidental release is considered to be an immediate report for any subsequent accidental release. Only one immediate report is required for each incident.

In places where a 911 telephone number is available, a report made via that telephone number would ensure that both the local police and local fire department are aware of the incident. In places where a 911 telephone number is not available, it is expected that when a report is made directly to the local police they will inform the local fire department.

The immediate report must include as much of the following information as is known at the time of the report:

- the shipping name or UN number of the dangerous goods;
- the quantity of dangerous goods that:
 - was in the means of containment before the accidental release, and
 - is known or suspected to have been released;
- a description of the condition of the means of containment from which the dangerous goods were released, including details as to whether the conditions of transport were normal when the means of containment failed;
- for an accidental release from a cylinder that has suffered a catastrophic failure, a description of the way the cylinder failed such as an explosion, a valve sheared off, or a crack in the cylinder;
- the location of the accidental release;
- the number of deaths and injuries resulting from the accidental release; and an estimate of the number of people evacuated from private residences, public areas, or public buildings resulting from the accidental release.

HRSDC REPORTING REGULATIONS

Under the COSH regulations and On-Board Trains OSH regulations of the Canada Labour Code, the following injuries must be reported by telephone as soon as possible:

Employee Other than Train Crew on Train (report to be made to HRSDC at 1-800-641-4049)

- Fatality
- Disabling injury (will result in lost time or modified duties) to two or more employees
- Loss of a body member or a part thereof or the complete loss of the usefulness of a body member or part thereof
- Permanent impairment of a body function

Train Crew Member on Train (report to be made to CANUTEC who handle train crew injuries on behalf of HRSDC at 613-998-6666)

- Fatality
- Disabling injury (will result in lost time or modified duties) to two or more employees

Exhibit 12: Incident Notification Contacts for CN's Canadian Operations

Contact	Telephone Number
Network Operations Center (NOC) – in EDM	1-780-472-4003
Rail Traffic Center (Montreal)	1-514-399-4892
Rail Traffic Center (Toronto)	1-905-760-3837
Rail Traffic Center (Edmonton)	1-780-472-3999
Transportation Supervisor	Location Dependent
eBusiness & Transaction Center (eTC)	1-866-622-0985
Transport Canada (CANUTEC)	1-613-996-6666
Transportation Safety Board	1-819-997-7887
Dangerous Goods Officer	Contacted by CN Police
Environmental Officer	Contacted by CN Police
Shipper	Contacted by eTC (24-hour number provided on Waybill)
Risk Management and General Claims	Contacted by CN Police
Public Affairs	Contacted by CN Police
CN Police	1-800-465-9239

Exhibit 13: Resources Contacted As Conditions Warrant

Contact	Contact Information
Municipal Responders (Police, Fire, Ambulance, etc.)	911 (emergency)
Human Resources Development Canada / Labour Canada	1-800-641-4049
Canadian Nuclear Safety Commission	Duty Officer 613-995-0479

OTHER TECHNICAL RESOURCES FOR SPILL RESPONSE - CANADA

Exhibit 14: Other Technical Resources For Spill Response - Canada

Contact	Contact Information	
Center for Toxicology and Environmental Health (CTEH) Little Rock, AR	866-869-2834	
GHD Environmental	800-679-9082	
Emergency Response Assistance Canada (ERAC)	800-265-0212	
United States Environmental Services (USES)	888-279-9930	
Specialized Response Solutions (SRS)	877-506-0025	
Transportation Technology Center, Inc. (TTCI) Pueblo, CO	Director, Hazmat Services	Office: 719-584-0661
Explosive Service International Baton Rouge, LA	Billy Poe	Office: 225-275-2152 Home: 225-273-5545 Pager: 225-233-0156 Cellular: 225-603-8984
Railway Association of Canada (RAC) Dangerous Goods Specialists	Andy Ash RAC Director Dangerous Goods	Office : 905-953-8991 Fax: 905-953-9279 Cellular: 647-206-2896 Email: ANDYA@RAILCAN.CA
	Jean-Pierre Couture RAC - DG Specialist Eastern Canada	Office: 450-473-4459 Fax: 450-473-8835 Cellular: 514-891-8935 Pager: 514-339-2137 J7R 3R8 Email: JEANPC@RAILCAN.CA
	Curtis Myson RAC - DG Specialist Western Canada	Office: 780-992-8417 Fax: 780-992-0281 Cellular: 780-619-2763 Email: CURTISM@RAILCAN.CA
	Gary Bauer RAC - DG Specialist Prairie Region	Cellular: 306-231-7822 Email: GARYB@RAILCAN.CA

IMMEDIATE REPORTING PROVINCIAL AUTHORITY

In the event of an accidental release of dangerous goods, the DGO must make an immediate report to the authority/authorities listed in Exhibit 16 if the release consists of a quantity of dangerous goods that exceeds the quantity set out in Exhibit 15.

Exhibit 15: Quantity of Dangerous Goods Requiring Immediate Reporting

Class	Quantity	Emission Level
1	Any quantity that (a) could pose a danger to public safety or is greater than 50 kg; or (b) is included in Class 1.1, 1.2, 1.3 or 1.5 and is (i) not subject to special provision 85 or 86 but exceeds 10 kg net explosives quantity, or (ii) subject to special provision 85 or 86 and the number of articles exceeds 1 000.	
2	Any quantity that could pose a danger to public safety or any sustained release of 10 minutes or more	
3	200 L	
4	25 kg	
5.1	50 kg or 50 L	
5.2	1 kg or 1 L	
6.1	5 kg or 5 L	
6.2	Any quantity	
7	Any quantity that could pose a danger to public safety	An emission level greater than the emission level established in section 20 of the "Packaging and Transport of Nuclear Substances Regulations."
8	5 kg or 5 L	
9	25 kg or 25 L	

Source: Transportation of Dangerous Goods Regulations Part 8

Exhibit 16: Entities that Must Receive Immediate Reports of an Accidental or Imminent Release of a Dangerous Good

Province	Authority
Alberta	The local police and the appropriate authority at 1-800-272-9600
British Columbia	The local police and the Provincial Emergency Program at 1-800-663-3456
Manitoba	The Department of Conservation at (204) 945-4888 and either the local police or the fire department
New Brunswick	The local police or 1-800-565-1633
Newfoundland	The local police and the Canadian Coast Guard at (709) 772-2083
Northwest Territories	The appropriate authorities at (867) 920-8130
Nova Scotia	The local police or 1-800-565-1633 or (902) 426-6030
Nunavut Territory	The local police and the Nunavut Emergency Services at 1-800-693-1666
Ontario	The local police
Prince Edward Island	The local police or 1-800-565-1633
Quebec	The local police
Saskatchewan	The local police or 1-800-667-7525
Yukon Territory	The appropriate authorities at (867) 667-7244

Source: Transportation of Dangerous Goods Regulations Part 8

REGULATORY REPORTING OF ENVIRONMENTAL INCIDENTS

Separate notification is required by regulation for environmental incidents. The Rail Traffic Center contacts the Environmental Officer (EO) responsible for notifying various municipal, provincial, and government contacts of an environmental incident. Exhibit 17 provides the contact information for such notification.

Exhibit 17: Contact Information for Notification of Environmental Incident		
NOC - Network Operations Center 1-780-472-4003		
	Provincial Agency	Federal Agency
Alberta	1-(780)-422-4505 1-(800)-222-6514	1-(780)-499-2432
British Columbia West Coast Marine Oil Spill Reporting	1-(800)-663-3456	1-(604)-666-6100 1-(800)-OILS-911
Manitoba Conservation Environment	1-(204)-944-4888	1-(204)-981-7111
New Brunswick		1-(800)-565-1633
Nova Scotia		1-(800)-565-1633
Ontario / Spill Action Center	1-(416)-325-3000 1-(800)-268-6060	Notified by the Province as required
Saskatchewan Environment Spill Center	1-(800)-667-7525	1-(306)-536-9991
Quebec	1-(866)-694-5454	1-(866)-283-2333
CANUTEC		613-996-6666
Labour Canada		1-800-641-4049
Transportation Safety Board		819-997-7887
Transport of Dangerous Goods Directorate	via CANUTEC	

Any spill that has an effect on the environment must be reported. Dangerous Goods and Environment will determine any actions to be taken.

Annex 1B: Notification - U.S.

All relevant notifications shall be made as per Exhibit 5: Incident Notification Process of the Core Plan.

Exhibit 18: Incident Notification Contacts for CN's US Operations

Contact	Telephone Number
Transportation Supervisor	Location dependent
Regional Operations Center (ROC) Homewood, IL	1-800-585-4967
eBusiness and Transaction Center (eTC)	1-866-622-0985
CHEMTREC	1-800-424-9300
Shipper	24-hour emergency number provided on Waybill
CN Risk Management / Mitigation and Claims	Contacted by CN Police
Dangerous Goods Officer	Contacted by CN Police
Environmental Officer	Contacted by CN Police

Exhibit 19: Other Technical Resources For Spill Response - US

Contact	Contact Information	
Center for Toxicology and Environmental Health (CTEH) Little Rock, AR	866-869-2834	
GHD Environmental	800-679-9082	
United States Environmental Services (USES)	888-279-9930	
Specialized Response Solutions (SRS)	877-506-0025	
Transportation Technology Center, Inc. (TTCI) Pueblo, CO	Director, Hazmat Services	Office: 719-584-0661
Explosive Service International Baton Rouge, LA	Billy Poe	Office: 225-275-2152 Home: 225-273-5545 Pager: 225-233-0156 Cellular: 225-603-8984

Exhibit 20: Contacts Required As Conditions Warrant

Contact	Telephone Number
CN Police Communication Center	1-800-465-9239
CN Public Affairs	Contacted by CN Police
National Response Center	1-800-424-8802
Other Federal Agencies	National Response Center – 1-800-424-8802 Environmental Protection Agency (through NRC) Department of Transportation (through NRC) National Transportation Safety Board (through NRC) U.S. Coast Guard Gulf Strike Team (through NRC) Federal Railroad Administration (through NRC)
State and Local Emergency Management Agencies	See Exhibit 21
Municipal Responders	911
Dangerous Goods Officer	Contacted by CN Police
Environmental Officer	Contacted by CN Police
Region 3 of the U.S. Fish and Wildlife Service (covers MN, WI, MI, IO, MO, IL, IN, and OH)	612-713-5301
Region 4 of the U.S. Fish and Wildlife Service (covers KY, TN, AK, LA, MS, and AL)	404-679-7094
Region 6 of the U.S. Fish and Wildlife Service (covers NE)	303-236-7400
Department of Defense	Albuquerque Operations Office – 1-800-541-1625
Department of Energy	Department of Energy Region 5 (serves MI, OH, IN, WI, MN): 630-252-4800 Argonne National Laboratory (serves IL): 630-252-6130 Region 2 Oak Ridge National Laboratory (serves KY, TN, MS, LA): 1-865-576-2900 Region 3 Savannah River Nuclear Facility (serves AL): 803-725-2117

Exhibit 21: State and Local Reporting Contacts

State	Contact	Additional Information
Alabama	Alabama State Police – 334-242-4393	
	Alabama Department of Public Safety - 334-242-4378 / Cell phone: *47	
	Alabama Dept. of Environmental Management – 800-843-0699 (Alabama State Warning Point)	Submit report required by 49 CFR 171.16 to the Department within 14 days of discharge
	Alabama Department of Conservation and Natural Resources – 24 Hour Contact : 251-476-1256 / 251-968-7576	
Arkansas	Arkansas State Police - 501-618-8000	Submit each notice required by 49 CFR §171.15(b) to the State Police
	Arkansas Department of Environmental Quality – 800-322-4012	Submit copy of written report required by 49 CFR §171.16 and 263.30(c)(2) simultaneously with DOT submission
	Arkansas Department of Natural Resources - 800-364-4263	
Illinois	Illinois Emergency Management Agency (IEMA) - 1-800-782-7860	Report immediately
	Illinois Commerce Commission Railroad Division - 217-782-4971	Report immediately
Indiana	Indiana Homeland Security - 317-232-3837	
	Indiana State Emergency Management - 317-232-3980	
	Indiana Department of Environmental Management 1-888-233-7745	
Iowa	Iowa Department of Natural Resources - 515-725-8694	Notify within 6 hours of incident, submit written report within 30 days
	Local Police Department or the Office of the Sheriff of the affected county - location dependant	Notify within 6 hours of incident
Kentucky	Kentucky State Fire Marshal – 800-255-2587	
	Kentucky Department for Environmental Protection – 800-928-2380 / 502-564-2380	Notify within 2 hours of incident, submit written report within 10 days.
	Kentucky Department of Fish and Wildlife Resources - 1-800-858-1549	
Louisiana	Louisiana Emergency Hazardous Materials Hotline – 877-925-6595	Within one hour of the incident, submit written report within 5 days of incident.
	Local Emergency Planning Committee with jurisdiction over the facility – (location dependant)	Upon discovery of incident, submit written report within 5 days of the incident.
	Louisiana Department of Natural Resources - 225-342-4500 (after hours: 225-342-5505)	
Maine	Department of Environmental Protection Oil Spill: 800-482-0777 Hazardous Material Spill: 800-452-4664	
Michigan	Michigan State Police - 517-336-6604	
	Michigan Department of Environmental Quality - 800-292-4706	

State	Contact	Additional Information
Minnesota	Minnesota Pollution Control Agency Duty Officer - 800-422-0798	Notify Immediately – greater than 5 gallons of petroleum and any quantity of all other hazardous materials. Duty Officer will make appropriate notification to state agencies.
Mississippi	Mississippi Emergency Management Agency - 1-800-222-6362	
	Local Emergency Planning Committee – (location dependent)	
	Mississippi Department of Natural Resources - 601-965-4339	
Missouri	Missouri Division of Fire Safety - 573-751-2930	
	Missouri statewide emergency number (Department of Natural Resources) - 573-634-2436	Upon request, written notifications are required to the Department for substance releases as listed in 40 CFR parts 302 and 355.
	Missouri Department of Natural Resources - 1-800-334-6946	
Nebraska	Nebraska Department of Environmental Quality (8am-5pm)- 402-471-2186 After hours – 402-471-4545	Report within 15 minutes - If required by the Department, submit interim reports and a written report within 15 days after remedial action has been completed or within 15 days of the release.
	Nebraska Highway Patrol - 402-471-4545	
	Nebraska Department of Natural Resources - 402-423-0800	
New York	Emergency Management - 1-518-457-7362 If calling from outside New York State: 800-457-7362	
Ohio	EPA Emergency Response Unit – 800-2182-9378 or 614-224-0946	As soon as aware or suspect release
	Local emergency planning districts affected by release - (location dependent)	
	Ohio Emergency Management - 614-889-7150	
	Ohio Public Utilities Commission - 1-800-686-7826	Submit written report as required by 49 CFR §171.16
	Ohio Department of Natural Resources - 614-265-6565	
Pennsylvania	Pennsylvania Emergency Management Agency – 800-424-7362	Immediately (as defined)
	PDEP – By County (regional Office Notification by County www.dep.state.pa.us)	
Tennessee	Tennessee Emergency Management Agency - 1-800-258-3300	
	Tennessee Department of Environmental Conservation - 615-322-8362	
Vermont	Emergency Management – 1-800-347-0488 HazMat Incident – 1-800-641-5005	
Wisconsin	Wisconsin Emergency Management - 1-800-943-0003	
	Wisconsin Department of Natural Resources - 608-266-7012	

Regulations Require Five Types of Reporting

The following text describes the specific steps required for immediate and 30-day reporting of a hazardous materials incident. The immediate reporting to federal agencies is done through the National Response Center and the 30-day reporting is done directly to the Department of Transportation.

Immediate Notice of Certain Hazardous Materials Incidents to DOT

At the earliest practicable moment, RTC shall notify the National Response Center (who notifies the Department of Transportation) after each incident that occurs during the course of transportation (including loading, unloading and temporary storage), as required by 49 CFR 171.15, in which:

- A person is killed;
- A person receives injuries requiring his or her hospitalization;
- The estimated carrier or other property damage exceeds \$50,000;
- An evacuation of the general public occurs lasting one or more hours;
- One or more major transportation arteries or facilities are closed or shut down for one hour or more;
- Fire, breakage, spillage, or suspected radioactive contamination occurs involving shipment of radioactive material;
- Fire, breakage or spillage or suspected contamination occurs involving shipment of infectious substances;
- There has been a release of a marine pollutant in a quantity exceeding 450 L for liquids or 400 kg for solids; or
- A situation exists of such a nature (e.g., continuing danger to life exists at the scene of the incident) that, in the judgment of the carrier it should be reported to the Department even though it does not meet the criteria addressed above.

Detailed Hazardous Materials Incident Reports to DOT

As required by 49 CFR 171.16, CN shall report in writing to the Department of Transportation within 30 days of the date of discovery, each incident that occurs during the course of transportation (including loading, unloading, and temporary storage) in which any of the circumstances set forth above (for immediate notice of certain hazardous materials incidents) occurs or there has been an unintentional release of hazardous materials from a package (including a tank or any quantity of hazardous waste has been discharged during transportation).

Report of Release Quantities to EPA

At the earliest practical moment, the RTC shall notify the National Response Center (who notifies the Environmental Protection Agency) of all releases that are equal to or exceed the reportable quantity threshold (as required by 40 CFR 302). Reporting guidelines are as follows:

<u>Waybill notation</u>	<u>Report if release exceeds</u>
RQ 1/0.454	1 pound
RQ 10/4.54	10 pounds
RQ 100/45/4	100 pounds
RQ 1000/454	1000 pounds
RQ 5000/22701	5000 pounds

Reporting Incidents Involving DOD Shipments to Albuquerque Operations Office

The RTC should report incidents involving Department of Defense escorted shipments (“White Train”) to the Albuquerque Operations Office (1-800-541-1625). CN personnel should not make any other notifications unless directed to do so by the Albuquerque Operations Office, and should not discuss the incident via radio.

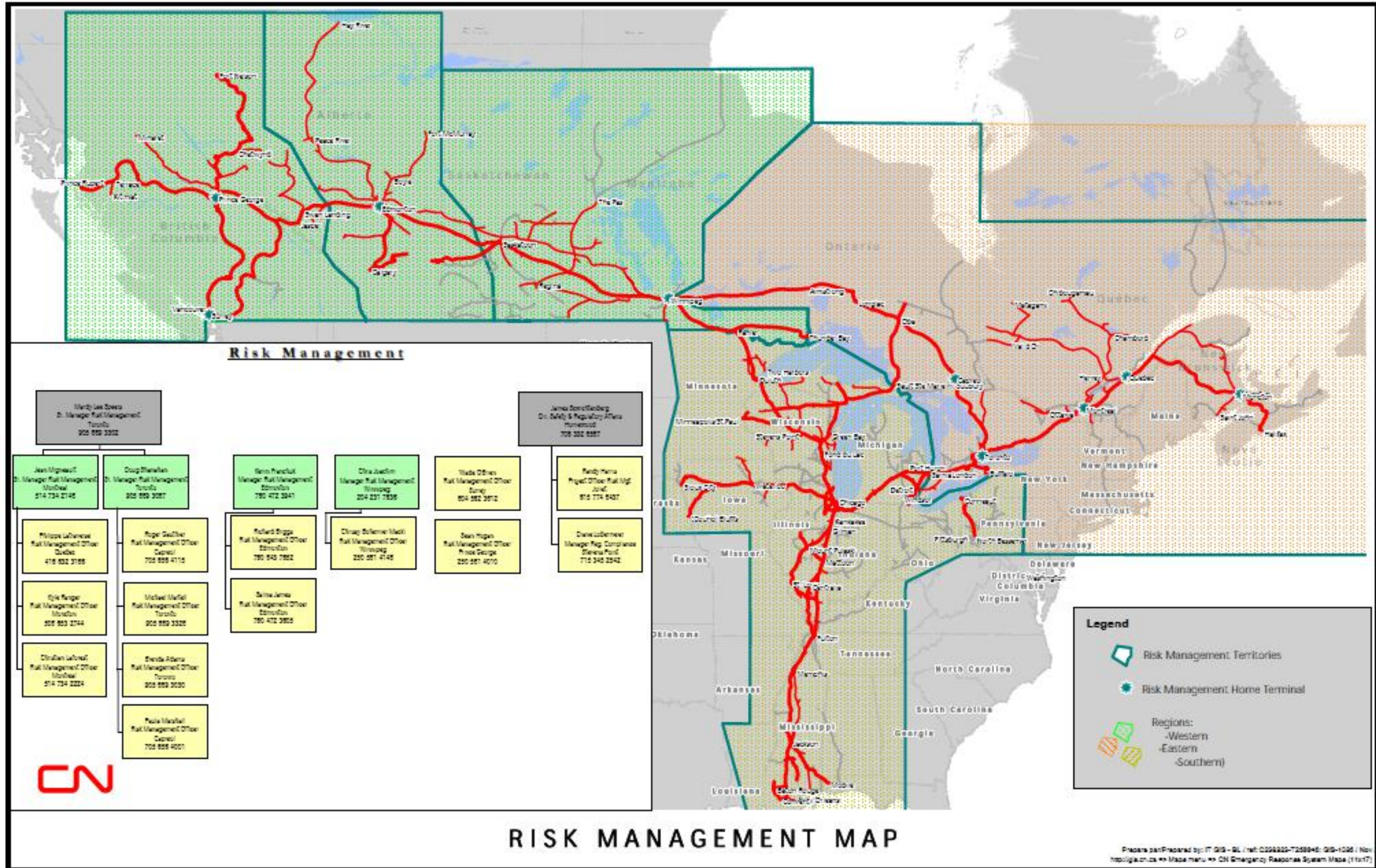
Reporting Incidents Involving Radioactive Materials to DOE

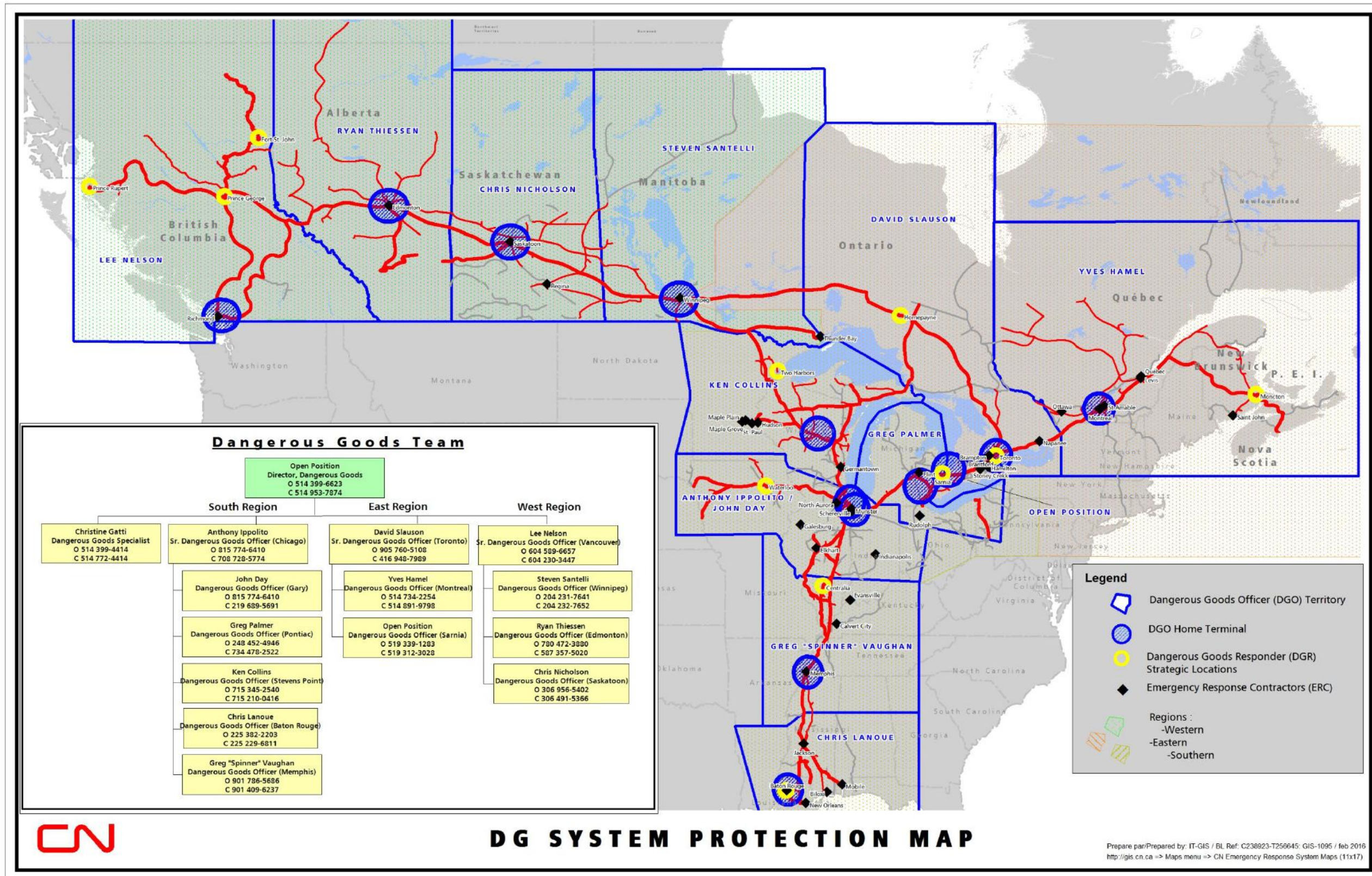
The RTC is responsible for reporting incidents involving radioactive materials to the Department of Energy, as required by 49 CFR 174.750.

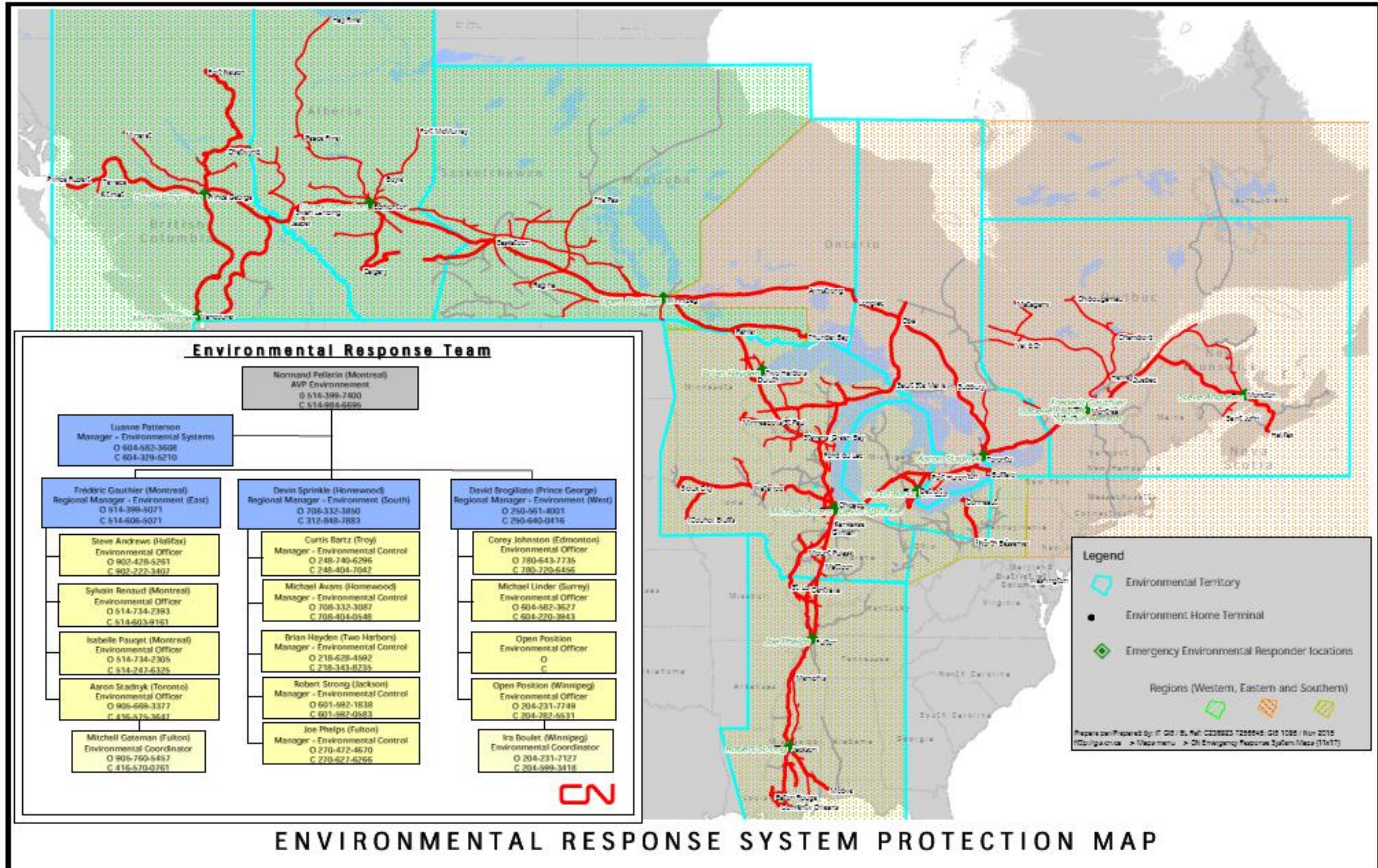
Annex 2: System Protection Maps

This annex contains System Protection Maps identifying responders geographically, including their respective contact information, for the following:

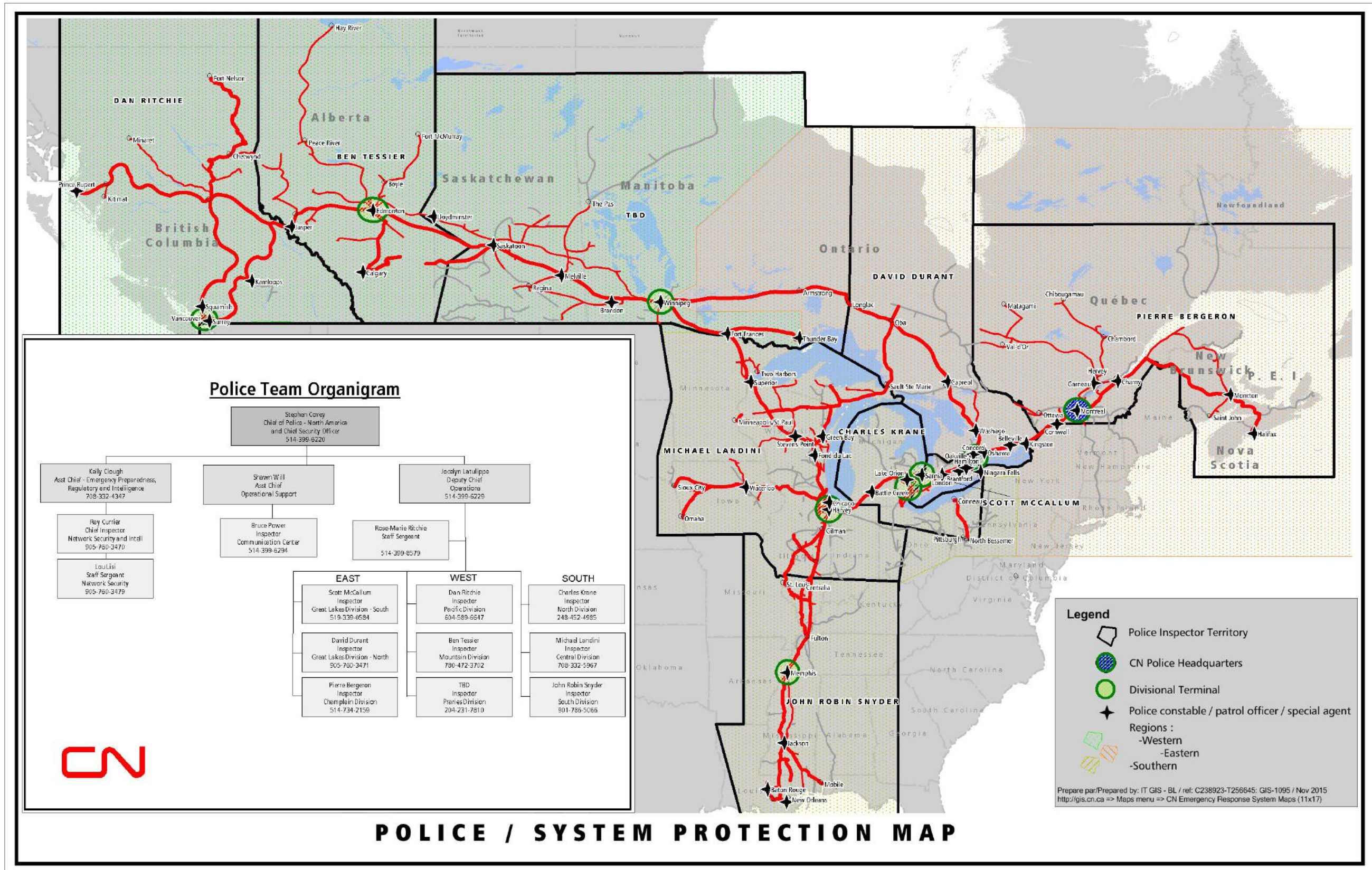
- Risk Management
- Dangerous Goods
- Environment
- CN Police
- Public Affairs
- Risk Mitigation (U.S.)
- Damage Prevention

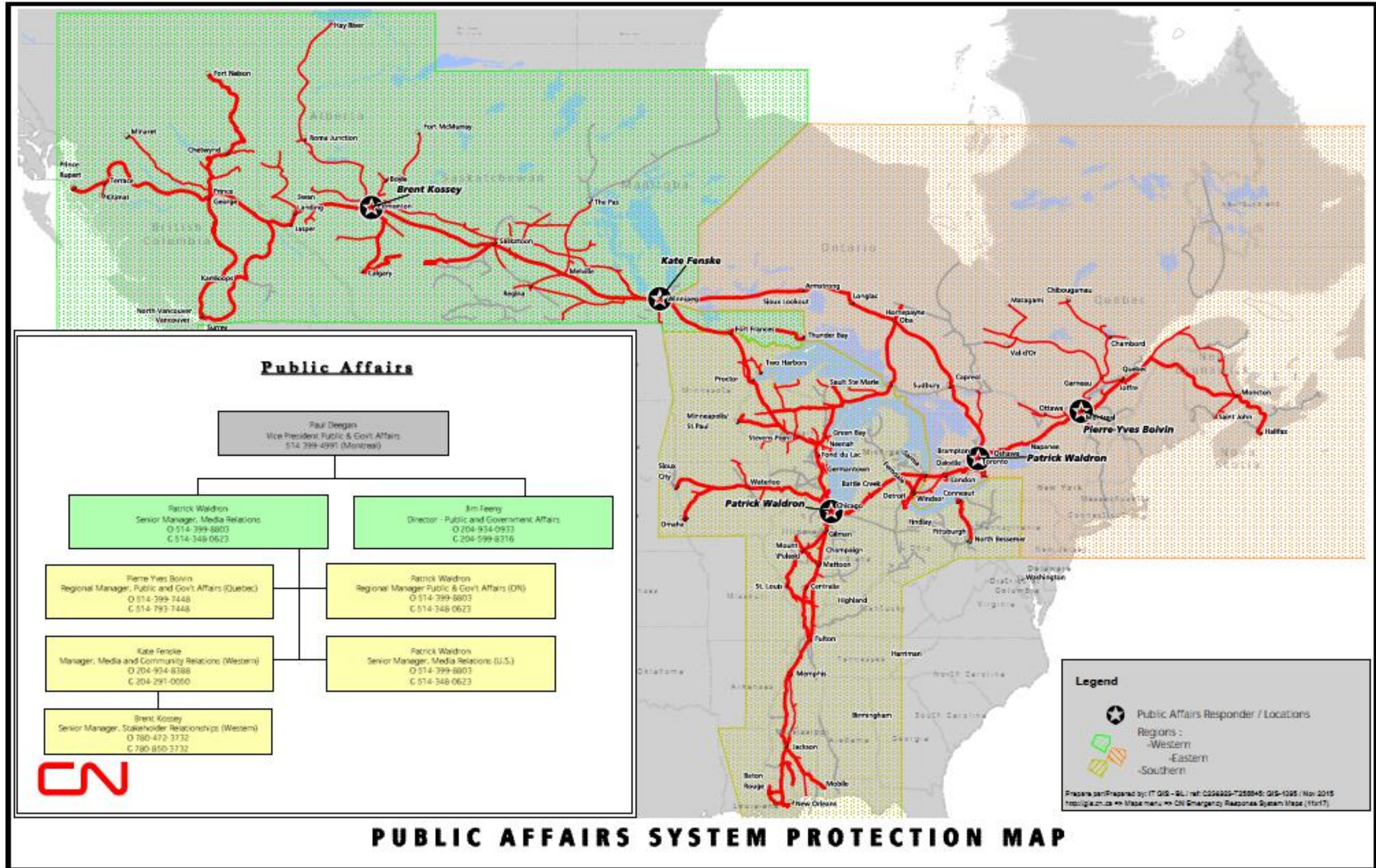


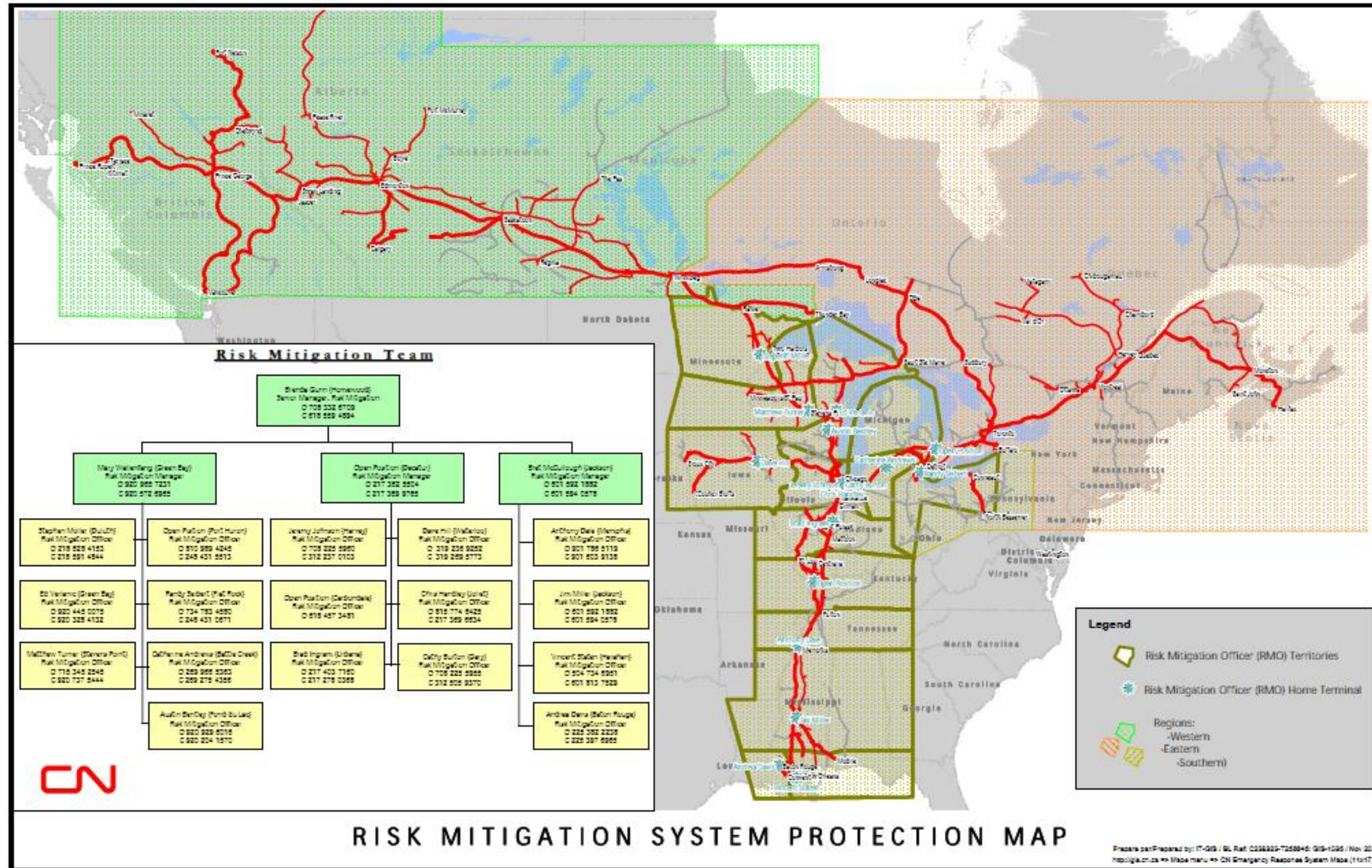


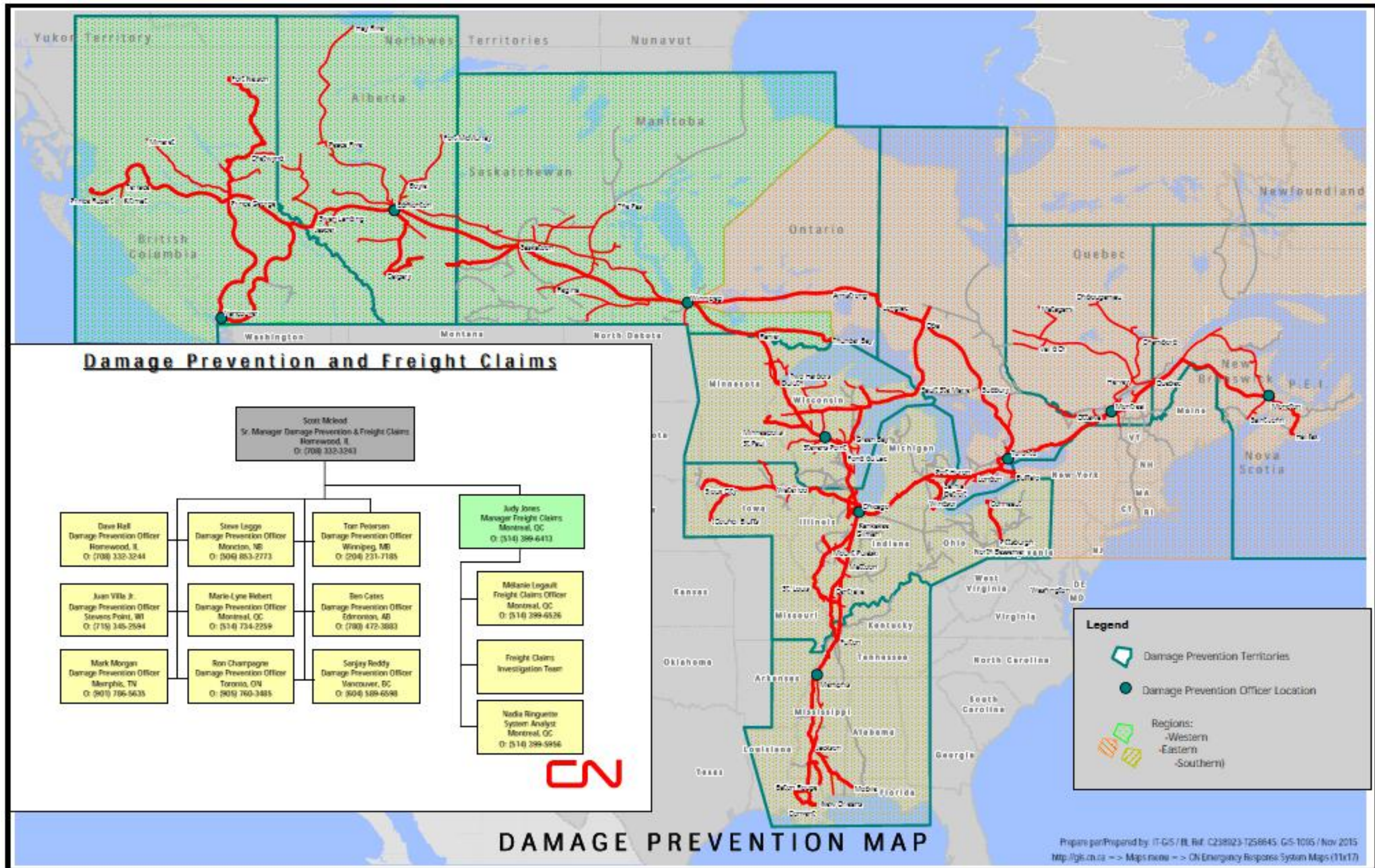


ENVIRONMENTAL RESPONSE SYSTEM PROTECTION MAP









Annex 3: Response Management System

This annex describes elements and tools of CN's system for managing responses. The elements and tools include:

- Subpart 1.** Incident Command System Components and Functions
- Subpart 2.** Releases of Hazardous Substances that Require an Emergency Response (U.S. only)
- Subpart 3.** Site Security and Site Management
- Subpart 4.** Shelter-In-Place Procedures and Places of Refuge
- Subpart 5.** Personal Protection Equipment
- Subpart 6.** Decontamination Procedures
- Subpart 7.** Emergency Medical Treatment and First Aid
- Subpart 8.** Medical Surveillance and Consultation
- Subpart 9.** Emergency Alerting and Communications Network Procedures (U.S. Only)

1.0 INCIDENT COMMAND SYSTEM COMPONENTS AND FUNCTIONS

Exhibit 7 illustrates the Incident Command System (ICS) that would most likely be established in the event of a major incident, as discussed in the "Core Plan."

1.1 Command

The individual designated as the Incident Commander has responsibility for all functions. That person may elect to perform all functions, or delegate authority to perform functions to other people in the organization. At the beginning of an incident, the Senior Officer on-site or their designee will serve as the Incident Commander. However, as more senior officers arrive to the scene, the Incident Commander position may be transferred upward. In addition to the objectives outlined in Section 1.1 of the Core Plan, the following are examples of specific responsibilities that must be performed by the Incident Commander at the scene of an incident:

- Responsible for overall coordination of activities at the scene and will, upon arrival, locate and relieve the operations employee of all coordinating responsibilities, including the taking charge of all pertinent documentation (shipping documents, emergency response information, waybills, etc.).
- Responsible for ensuring that the train is properly protected.
- Responsible for ensuring that proper action is taken to assist injured persons.
- Responsible for ensuring that a log book is established and maintained. The Senior Officer will start the log immediately upon arrival at the scene. The log book will be turned over to the Incident Commander at the command post as soon as it is established, to continue the recording of events.
- Responsible for ensuring that the role normally played by employees is properly carried out.
- Responsible for ensuring that a check is made to determine whether or not hazardous materials are involved and that appropriate action has been taken.
- Responsible for ensuring that effective communications are established and the Network Operations officer, and other officers involved in coordinating the overall activities, are

fully informed as to what has occurred up to that point. The Incident Commander will also arrange timing for future updates.

- In conjunction with the Mechanical and Engineering Branch Directors, responsible for developing an initial plan of operations, including an estimate of when service can be restored. It is imperative that the RTC has an estimate of clearing time as quickly as possible.
- Responsible for ensuring that pertinent information on the traffic involved is relayed to the RTC to permit shipper notification.
- Responsible for assisting the RTC in planning the release of trains when restoration of service is imminent.

In addition to the responsibilities described above, as well as coordination of the primary incident response activities of Operations, Planning, Logistics, and Finance/Administration, the Incident Commander has responsibility for several other important functions. Depending on the size and type of an incident, it may be necessary to designate personnel to handle these additional activities, including:

- **Information Officer** – The Information Officer will be the point of contact for the media, or other organizations seeking information directly from the incident or event. Consistent with CN policy, it is important that all CN personnel involved in environmental incidents not volunteer information, make guesses or estimates, or offer opinions related to the incident unless authorized to do so by the Information Officer. To avoid confusion and ensure consistency of information issued to the public, only the Information Officer, or in his or her absence the Incident Commander, should issue reports to the media.
- **Safety Officer** – The Safety Officer performs a site safety analysis, identifies potential risks, monitors safety conditions and develops measures for assuring the safety of all assigned personnel, including evacuations or sheltering-in-place, if necessary. In addition, when activities are judged by the safety officer to be immediately dangerous to life or health (IDLH) condition and/or involve an imminently dangerous condition, the safety officer has the authority to alter, suspend, or terminate those activities.
- **Liaison Officer** – The Liaison Officer, in the event of a large incident, works with representatives from other agencies or organizations (e.g., mutual aid assistance teams, local fire departments, the Department of Transportation, the shipper) who may be assigned to the incident to coordinate their organization's involvement and resources in the response.

1.2 Planning Section

In ICS, the Planning Section is responsible for managing all information relevant to an incident. The Planning Section collects, evaluates, processes, and disseminates information for use at the incident. There are four branches within the Planning Section that can be activated as necessary:

- **Resources Branch** – responsible for maintaining the status of all assigned resources at an incident;
- **Situation Branch** – responsible for collecting, processing, and organizing all incident information;
- **Demobilization Branch** – responsible for developing the Incident Demobilization Plan; and
- **Documentation Branch** – responsible for maintaining accurate, up-to-date incident files.

1.3 Operations Section

The Operations Section is responsible for managing all tactical operations at an incident. The Operations Section consists of the following components:

- **Dangerous Goods Branch** – responsible for coordinating all aspects of the response involving the source control and containment of hazardous materials. The DGO will serve as the Branch Director. Responsibilities of the DGO include:
 - Supporting the Incident Commander, when appropriate;
 - Interfacing with FRA, NTSB, TC/TDG, and TSB;
 - Handling requests for movement approvals/directions; and
 - Handling hazardous materials documentation.
- **Environmental Protection Branch** – responsible for coordinating all aspects of the response involving the source control and confinement of any product that has or is likely to have an environmental impact, as well as providing assessment, remediation, planning, and regulatory liaison activities. Once again, depending on the needs of the incident, the Environmental Protection Branch may be expanded to include the following units:
 - Resource Protection Unit;
 - Environmental Containment Unit; and
 - Remediation Unit.
- **Engineering Branch** – responsible for the re-establishment of plant/track, rebuilding the track, and coordinating arrangement for materials and workforce to perform these tasks.
- **Mechanical Branch** – responsible for the re-railing or clearing of cars throughout the incident and subsequent to the track being re-opened.

1.4 Logistics Section

All incident support needs are provided by the Logistics Section. The Logistics Section is responsible for the following:

- Facilities;
- Transportation;
- Communications;
- Supplies;
- Equipment maintenance and fueling;
- Food services;
- Medical services; and
- Ordering Resources.

On very large incidents, or on incidents requiring a great deal of equipment or facilities, the Logistics Section may be divided into the following branches:

- CN Police;
 - Transportation Branch;
 - Engineering Branch;
 - Mechanical Branch; and
 - Other Service and Support Branches, as necessary.
-
- **CN Police Branch** – responsible for taking actions and decisions required under the circumstances to save lives, prevent injuries, provide safety to the general public and CN

personnel, and to protect property. A CN Police Inspector will serve as the Branch Director and will be responsible for the following activities, when appropriate:

- Activating the Emergency Alert System, if available on-scene;
 - Controlling and, if necessary, dispersing crowds within the emergency area;
 - Ensuring the protection of life and property;
 - Sealing off the emergency area;
 - Controlling traffic to facilitate the movement of emergency vehicles;
 - Conducting evacuations in liaison with the Emergency Wardens at the Yard;
 - Providing security and preventing looting of evacuated areas on CN property;
 - Assisting in search and rescue operations;
 - Providing assistance to the coroner;
 - Providing or requesting mutual aid when required;
 - Acting as a liaison with public police, fire departments, medical services, ambulances, etc.;
 - Operating from a command post or alternate command post;
 - Maintaining communications with the CN Police Communication Center at 1-800-465-9239;
 - Investigating jointly with local police departments to establish criminal responsibility; and
 - Maintaining a log of all action taken.
- **Transportation Branch** – responsible for re-routing of traffic, monitoring, and declaring the resumption of business services.
 - **Other Service and Support Branches** - may be established, if necessary, for the following functions:
 - Supply** – responsible for ordering, receiving, processing, and storing all incident-related resources;
 - Facilities** – responsible for set-up, maintenance, and demobilization of all incident support facilities;
 - Ground Support** – responsible for the maintenance, service, and fueling of all mobile equipment and vehicles;
 - Communications** – responsible for developing plans for the use of incident communications equipment and facilities; installing and testing of communications equipment; and the distribution and maintenance of communications equipment;
 - Food** – responsible for supplying the food needs for the entire incident; and
 - Medical** – responsible for all medical services for incident assigned personnel.

1.5 Finance/Administration Section

The Finance/Administration Section is responsible for managing all financial aspects of an incident. Not all incidents will require a Finance/Administration Section. On some incidents only one Finance/Administration function may be required (e.g., procurement). There are four branches that may be established within the Finance/Administration Section:

- **Time Branch** – responsible for ensuring the accurate recording of daily personnel time, compliance with specific organization time recording policies, and managing commissary operations if established at the incident;
 - **Procurement Branch** – responsible for all financial matters pertaining to vendor, contracts, leases, and fiscal agreements;

- **Compensation/Claims Branch** – responsible for overseeing the completion of all forms required by workers' compensation and local agencies and investigating all claims involving property associated with or involved in the incident; and
- **Cost Branch** – responsible for providing all incident cost analysis.

2.0 RELEASES OF HAZARDOUS SUBSTANCES THAT REQUIRE AN EMERGENCY RESPONSE (U.S. ONLY)

An understanding of the distinction between an incidental release of a hazardous substance and a release that requires an emergency response is fundamental to proper compliance with the provisions of OSHA's HAZWOPER regulations (29 CFR 1910.120(q)).

Potential releases of hazardous substances that may occur along a CN owned main track or yard can be categorized into three distinct groups, which include:

1. Releases that are clearly incidental regardless of the circumstances;
2. Releases that may be incidental or may require an emergency response depending on the circumstances; and
3. Releases that clearly require an emergency response regardless of the circumstances.

2.1 Releases that are Clearly Incidental

An incidental release is a release of hazardous substance, which does not pose a significant safety or health hazard to employees in the immediate vicinity or to the employee cleaning it up, nor does it have the potential to become an emergency within a short time frame. Incidental releases are limited in quantity, exposure potential, or toxicity and present minor safety or health hazards to employees in the immediate work area or those assigned to clean them up.

The HAZWOPER Standard does not require emergency response to incidental releases. An incidental release poses an insignificant threat to health or safety, and may be safely cleaned up by CN employees in the area who are familiar with the hazards of the chemicals with which they are working, as allowed under OSHA Standards.

2.2 Releases that May be Incidental or Require an Emergency Response Depending on the Circumstances

The properties of hazardous substances, such as toxicity, volatility, flammability, explosiveness, corrosiveness, etc., as well as the particular circumstances of the release itself, such as quantity, confined space considerations, ventilation, etc., will have an impact on what CN employees can handle safely and what procedures should be followed. Additionally, there are other factors that may mitigate the hazards associated with a release and its remediation, such as the knowledge of the employee in the immediate work area, the response and personal protective equipment (PPE) at hand, and the pre-established standard operating procedures for responding to releases of hazardous substances contained in the Core Plan.

These considerations (properties of the hazardous substance, the circumstances of the release, and the mitigating factors in the work area) should be combined by the first witness of an incident to determine the distinction between incidental releases and releases that require an emergency response. If necessary, the first witness should consult with more qualified CN employees to determine whether the incident requires an emergency response and an activation of the emergency procedures outlined in the Core Plan.

2.3 Releases that Require an Emergency Response Regardless of Circumstances

There are releases of hazardous substances that pose a sufficient threat to health and safety that, by their very nature, require an emergency response regardless of the circumstances

surrounding the release or the mitigating factors. In these cases, the Emergency Response Plan should be activated and the response procedures outlined in the Core Plan should be followed.

An emergency response includes, but is not limited to, the following situations:

- The response comes from outside the immediate release area;
- The release requires evacuation of employees in the area;
- The release poses, or has the potential to pose, conditions that are immediately dangerous to life and health (IDLH);
- The release poses a serious threat of fire or explosion (exceeds or has the potential to exceed the lower explosive limit or lower flammable limit);
- The release requires immediate attention because of imminent danger;
- The release may cause high levels of exposure to toxic substances;
- There is uncertainty that the employee in the work area can handle the severity of the hazard with the PPE and equipment that has been provided and the exposure limit could easily be exceeded; and
- The situation is unclear, or data are lacking on important factors.

3.0 SITE SECURITY AND SITE MANAGEMENT

Areas surrounding the danger area need to be controlled during emergencies by prohibiting unauthorized personnel from entering pre-established work zones (described below). Emergency responses are coordinated from a command post a safe distance away from the exclusion zone. As described earlier, the CN Police will have responsibility for site security and control and are responsible for taking all actions and decisions required under the circumstances to save lives, prevent injuries, provide safety to the general public and CN personnel, and to protect property within the CN right-of-way. However, in many cases, the local emergency police department may be the first to arrive on-scene and will have begun site security and management operations prior to the arrival of the CN Police. In these cases, the CN Police will liaise with the local police department personnel and assist in site security and management under the Unified Incident Command model. The CN Police are also responsible for more specific activities, which are outlined in subpart 1.4 of this Annex.

Site security access deployment: The establishment of site access points will be done according to the safety and the evolution of the overall derailment site using two phases.

- 1- **Stabilization phase:** CN police will maintain a controlled security perimeter during the emergency services intervention period until the derailment site is stabilized. During that period, CN police will work with the incident commander in order to restrict access to only authorized personnel through specific access points. The main focus of this phase will be to ensure that only approved personnel will have access to the derailment site with the appropriate equipment and identification. Preventing unauthorized or unequipped visitors to access the site during the emergency services period will be the priority in accordance with the CN incident commander.
- 2- **Protection phase:** As soon as the emergency situation is under control, the site access points will be tightened and any person already on the site or entering the site will have to be registered with appropriate identification. CN police will be responsible in implementing the appropriate procedures to control the presence and access related to the derailment site based on the scope and nature of the incident.

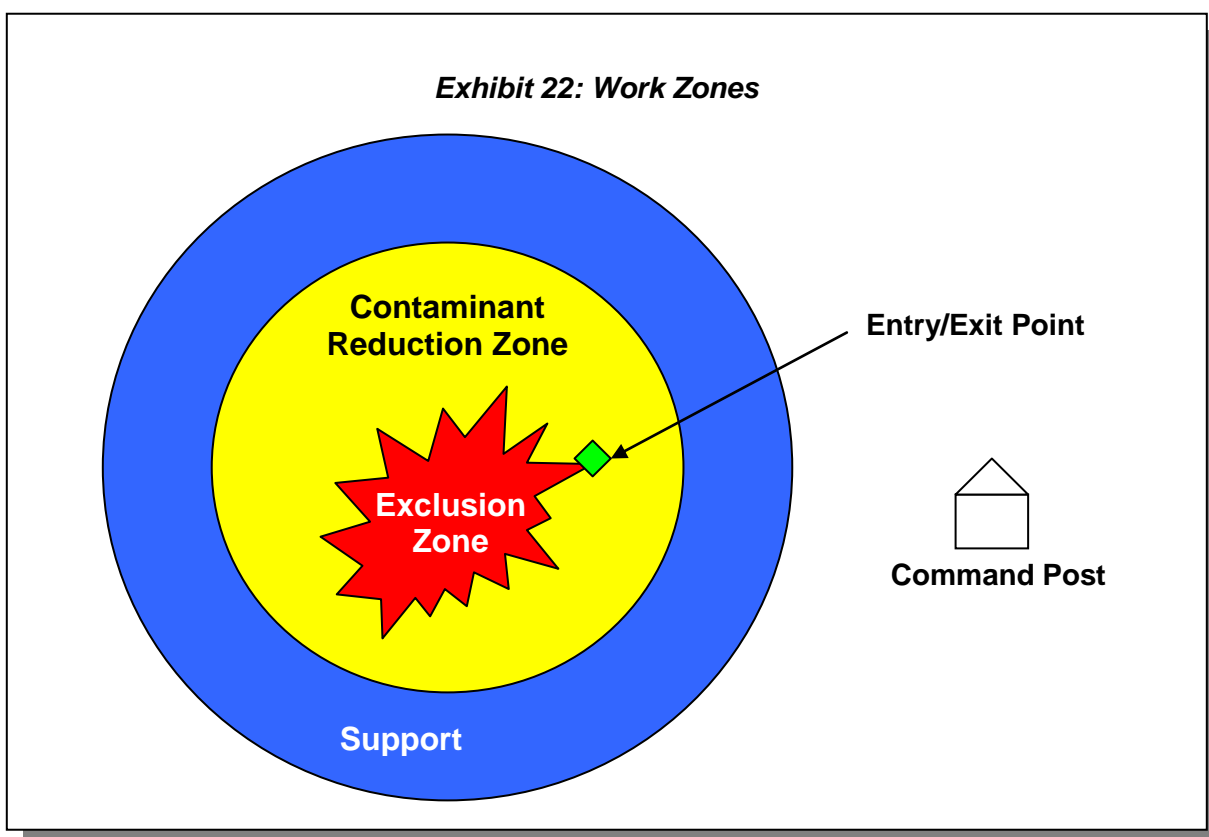
3.1 Command Post

Along with other senior officials from each response agency represented at the scene of an incident, CN response personnel should establish a temporary command post (e.g., emergency response vehicle, house, building) at each emergency site immediately upon arriving at the emergency. The temporary command post will be replaced by an appropriate mobile or fixed command post as determined by the Incident Commander, who will also establish an overall command post. All interagency communications will be channeled through this command post and direct on-line (radio or telephone) will be established with the appropriate entities (e.g., RTC).

3.2 Work Zones

Work zones control the movement of personnel and equipment within the contaminated area to small areas of the site to minimize the spread of contaminants. As illustrated in Exhibit 22, typically, three contiguous work zones are recommended:

1. Exclusion Zone (e.g., “Hot Zone”);
2. Contaminant Reduction Zone (e.g., “Warm Zone”); and
3. Support Zone (e.g., “Cold Zone”).



3.2.1 Exclusion Zone

The exclusion zone is the innermost of three concentric areas and is where contamination is located. All personnel entering the zone must wear appropriate protective gear and be accompanied by another trained responder. An entry and exit point must be established at the

periphery of the Exclusion Zone. Personnel expected to set up the exclusion zone must be trained to the first responder operations level. Once the exclusion zone is set, employees (preferably trained to the first responder awareness level) may control entry and exit in the area. An employee trained to the first responder awareness level may not set up safe distances because they lack knowledge regarding potential of exposure, explosion, or radiation. Examples and exceptions include:

- (1) An employee trained to the first responder awareness level could assist in preventing unauthorized entry into an emergency release area; while
- (2) An employee trained to first responder operations level could not set up the exclusion zone to determine how close to the accident cars should be permitted to drive; and

Personnel, not necessarily CN's own employees, who are skilled in the operation of certain equipment, such as mechanized earth moving or digging equipment, and who are needed temporarily to perform immediate emergency support work that cannot reasonably be performed in a timely fashion by CN's own employees, are allowed into the exclusion zone temporarily and are not required to meet the training required by HAZWOPER, but are required to wear appropriate PPE and receive a health and safety briefing.

3.2.2 Contaminant Reduction Zone

A Contaminant Reduction Zone is located between the Exclusion Zone and the Support Zone, and provides a transition zone between the contaminated and clean zones. Most decontamination is performed within this zone.

3.2.3 Support Zone

The Support Zone is considered an uncontaminated area and is used for staging equipment to be used in cleanup activities. Traffic in the support zone is restricted to authorized personnel. No contaminated clothing or equipment are allowed within this area.

3.3 Organization of Workers Using the Buddy System

When carrying out activities in the Exclusion Zone, workers should use the buddy system to ensure that rapid assistance can be provided in the event of an emergency. The buddy system is an approach used to organize workers into workgroups so that each worker is designated to be observed by at least one other worker. While work is being performed in the Exclusion Zone, two responders should be in the Zone and two responders should be out of the Zone to carefully monitor the safety of the workers in the Zone.

The Incident Commander is responsible for enforcing the buddy system and should implement the system at the Access Control Point for personnel entering the Exclusion Zone.

Workers in the buddy system should remain close together and maintain visual contact with each other to provide assistance in the event of an emergency. Should an emergency situation arise, workers should use the communication signals established and agreed upon prior to entering the contaminated area.

The responsibilities of workers utilizing the buddy system include:

- Providing his or her partner with assistance;
- Observing his or her partner for signs of chemical or heat exposure;
- Periodically checking the integrity of his or her partner's personal protective equipment; and
- Notifying the site manager or other site personnel if emergency assistance is needed.

Workers should not rely entirely on the buddy system to ensure that help will be provided in the event of an emergency. To augment this system, workers in contaminated areas should remain in line-of-sight or communication contact with the command post or site manager at all times. In addition to the use of the buddy system to ensure enhanced safety, back-up personnel should stand by with equipment ready to provide assistance or rescue.

4.0 SHELTER-IN-PLACE PROCEDURES AND PLACES OF REFUGE

As indicated in the Core Plan, it is CN's decision to evacuate personnel at any of its yards or on a main track and CN may assist in simultaneously notifying nearby businesses and the community. However, it is the decision and responsibility of local authorities (e.g., police and fire departments) to initiate protective actions, such as evacuations, for the community outside a yard or outside the right-of-way of a main track.

If the decision is made to shelter-in-place, CN employees will be directed to take the following steps:

- Seek shelter in the closest permanent building or rail car, as applicable;
- Account for all persons in the structure;
- Close off all ventilation (e.g., air conditioning, furnace, windows, air intake);
- Stay inside the structure until an "all clear" announcement is made by the supervisor or Incident Commander; or
- If you are outside and cannot reach a shelter, get into the closest vehicle and close off all ventilation.

5.0 PERSONAL PROTECTIVE EQUIPMENT

The purpose of personal protective clothing and equipment (PPE) is to shield or isolate individuals from the chemical, physical, and biologic hazards that may be encountered at a hazardous substance site. No single combination of protective equipment and clothing is capable of protecting against all hazards. Thus, PPE should be used in conjunction with other protective methods and its effectiveness evaluated periodically. CN site personnel must wear appropriate personal protective clothing and equipment whenever they are near the site. At dangerous goods incidents, selection of the appropriate level of chemical protective clothing and respiratory protection should be made by the DGO or a dangerous goods qualified person. Selection of other appropriate PPE is a complex process that should take the following factors into consideration:

- Material Safety Data Sheet (MSDS) of the product(s) on the site, provided by the shipper;
- Identification of the hazards or suspected hazards;
- Potential exposure routes (e.g., inhalation, skin absorption); and
- The performance of the PPE materials and seams in providing a barrier to these hazards.

When deemed necessary for meeting the tasks at hand, approved self-contained breathing apparatus (SCBA) may be used with approved cylinders from other approved self-contained breathing apparatus provided that such cylinders are of the same capacity and pressure rating. The following subparts provide a brief description of each PPE level, when it is required, and the equipment comprising the level.

5.1 Level A

Level A protection is required when the greatest potential for exposure to hazards exists, and when the greatest level of skin, respiratory, and eye protection is required. The following are examples of appropriate Level A equipment:

- Positive pressure full face-piece SCBA or positive pressure supplied air respirator with escape SCBA;
- Totally encapsulating, vapor tight chemical-protective suit;
- Inner and/or outer chemical resistant gloves; and
- Disposable protective suit, gloves, and boots.

5.2 Level B

Level B protection is required under circumstances requiring the highest level of respiratory protection, with a lesser level of skin protection. Potential Level B equipment includes:

- Positive pressure, full face-piece SCBA or positive pressure supplied air respirator with escape SCBA;
- Inner and/or outer chemical resistant suits;
- Coverall;
- Other chemical-resistant boots; and
- Inner/outer gloves.

5.3 Level C

Level C protection is required when the concentration and type of airborne substances is known, and the criteria for using air purifying respirators are met. Typical Level C equipment includes:

- Full-face or half-face air-purifying respirators with appropriate eye protection;
- Inner and outer chemical-resistant gloves;
- Hard hat;
- Chemical resistant suit; and
- Disposable chemical-resistant outer boots.

5.4 Level D

Level D is the minimum protection required. Appropriate Level D protective equipment may include:

- Gloves;
- Coverall;
- Safety glasses;
- Face shield; and
- Chemical-resistant steel-toe boots or shoes.

6.0 DECONTAMINATION PROCEDURES

All personnel, clothing, equipment, and samples leaving the Exclusion Zone must be decontaminated to remove any harmful chemicals or infectious organisms that may have adhered to them. Three general types of decontamination methods are commonly used:

1. Physical removal of contaminants;
2. Inactivation of contaminants by chemical detoxification or disinfection/sterilization; or
3. A combination of both physical and chemical means.

In general, CN response personnel will not be responsible for decontamination except for minor incidents. CN does not have access to advanced decontamination equipment or resources and will primarily only use decontamination methods that involve the physical removal of contaminants (as described below). For more advanced decontamination procedures (e.g., chemical removal of contaminants), CN response personnel will arrange for decontamination.

6.1 Physical Removal of Contaminants

In many cases, contaminants may be removed by physical means; however, high pressure and/or heat should be used only as necessary and with caution because they can spread contamination and cause burns. Some contaminants that can be physically removed are described below.

- **Loose Contaminants** – Soils or dusts that cling to equipment and personnel or that become lodged in PPE materials can be removed with water or a liquid rinse. Commercially available anti-static solutions may help to remove electrostatically attached particles.
- **Adhering Contaminants** – Some contaminants adhere by forces other than electrostatic attraction. Adhesive qualities vary greatly with the specific contaminants such as glues, cements resins, and muds have great adhesive properties and, consequently, are difficult to remove by physical means. Adhesive contaminants can be removed using methods such as solidification, freezing (e.g., using dry ice or ice water), adsorption or absorption (e.g., with powdered lime or kitty litter), or melting.
- **Volatile Liquids** – Volatile liquid contaminants can be removed from protective clothing or equipment by evaporation (using steam jets) followed by a water rinse. This method should be used with caution because of the potential for employees to inhale the vaporized hazardous chemicals.

6.2 Chemical Removal of Contaminants

As stated in section 6.0, chemical removal of contaminants should only be performed with expert guidance.

Physical removal of gross contamination should be followed by washing and rinsing with cleaning solutions. These solutions normally use one or more of the following methods:

- **Dissolving Contaminants** – Chemical removal of surface contaminants can be accomplished by dissolving them in a solvent that must be chemically compatible with the equipment being cleaned. This is particularly important when decontaminating personal protective clothing constructed of organic materials that could be damaged or dissolved by organic solvents. In addition, any flammable or toxic organic solvent must be used and disposed of cautiously. Organic solvents include alcohols, ethers, ketones, aromatics, straight-chain alkanes, and common petroleum products.
- Halogenated solvents are toxic and generally are incompatible with most types of PPE. They should be used only for decontamination in extreme cases where other cleaning

agents will not remove the contaminant. Because of the potential hazards decontamination using chemicals should be done only if recommended by an industrial hygienist or other qualified health professional.

- **Surfactants** – Surfactants supplement physical cleaning methods by minimizing adhesion between contaminants and the surface being cleaned and, therefore, prevent recontamination. Among the most common surfactant are household detergents, some of which can be used with organic solvents to improve the dissolving and dispersal of contaminants into the solvent.
- **Rinsing** – Rinsing removes contaminants through dilution, physical attraction, and solubilization. Multiple rinses with clean solutions remove more contaminants than a single rinse with the same volume of solution. Continuous rinsing with large volumes is the most effective way to remove contaminants.
- **Disinfection/Sterilization** – Chemical disinfectants are a practical means of inactivating infectious agents. Unfortunately, standard sterilization techniques are generally impractical for large equipment and PPE. For this reason, Disposable PPE is recommended for use with infectious agents.

7.0 EMERGENCY MEDICAL TREATMENT AND FIRST AID

When rescue and/or medical aid is necessary during an emergency situation, CN will request the assistance of the Local Emergency Response Agency (Police, Fire, EMT) or arrange for contracting services.

8.0 MEDICAL SURVEILLANCE AND CONSULTATION FOR THE HAZARDOUS MATERIAL TEAM

This section is written with reference to US regulations, however similar principles are applicable in Canada for members of the Hazardous Material Team.

CN provides OSHA mandated medical surveillance and consultation to all members of the Hazardous Material Team and hazardous material specialists. The determination of who in the Hazardous Material Team is required to receive a physical is determined by the Director of Dangerous Goods and coordinated through the CN Medical Department based on the requirements stated in 29 CFR 1910.120(f)(2).

After determining who is required to receive a physical per 29 CFR 1910.120(f)(2), the frequency of the physical needs to be determined. This requirement is stated in 29 CFR 1910.120(f)(3) and includes the following criteria:

- Prior to assuming any position, which may allow for an exposure to any hazardous substances.
- At least every twenty four (24) months.
- On leaving CN or being reassigned to a job which is not covered by 29 CFR 1910.120(f).
- Following the notification by an employee that they have been injured, developed signs and symptoms which may be from an overexposure to a hazardous substance or has been involved in an overexposure above the permissible exposure limit.

The Medical Department will determine what specific tests and procedures shall be included in the examination. The components of the physical examination can include some or all of the following.

- A routine physical
- Pulmonary function test
- Chest x-ray
- Electrocardiogram (ECG)
- Blood test
- Urine test

All employee medical records and documentation will be kept for a period of employment plus 30 years as required by 29 CFR 1910.1020(d)(i). All of the physicals, medical testing and medical consultations shall meet the requirements as stated in 29 CFR 1910.120(f).

9.0 EMERGENCY ALERTING AND COMMUNICATING NETWORK PROCEDURES (U.S. ONLY)

A communication system must be established for both internal and external communication. Internal communication refers to communication between workers operating in the Exclusion Zone, or to communication from the command post to these workers. Internal communication is generally used to:

- Alert team members to emergency situation;
- Convey safety information (e.g., air time remaining in SCBA, heat stress check, hazards detected);
- Communicate changes in the work to be accomplished; and
- Maintain site control.

The CN Incident Commander will designate an employee to initiate internal communications will use the method identified for internal communication at the specific site. CN would use radios and cellular phones for emergency communications.

External communication refers to communication between onsite and offsite personnel. An external communication system must be maintained in order to:

- Coordinate emergency response efforts with offsite responders;
- Report progress or problems to management; and
- Maintain contact with essential offsite personnel.

DETAILED ALARM PROCEDURES FOR ALL CN OWNED TERMINALS AND YARDS CAN BE FOUND IN LOCAL EMERGENCY ACTION/PREPAREDNESS PLANS.

Annex 4: Emergency Response Training and Exercises

This annex outlines CN's approach to training and exercises. This approach is designed to ensure that all CN personnel take appropriate protective actions, understand the response system, and are capable of conducting appropriate response actions.

1.0 TRAINING

CN will schedule employee training on a regular basis to ensure employee familiarity with procedures and responsibilities in the event of an emergency. There are four basic categories of emergency response training for CN personnel:

Level 1 - All personnel who have the potential to use this plan receive CN's on-line Emergency Response Plan Awareness Course. Refresher training shall be of sufficient duration and content so as to continuously demonstrate competency.

Level 2 - All personnel who function in the capacity of an Incident Commander, function as the Senior CN Officer at an emergency, or respond to an emergency, receive CN's Railroad Emergency Response and Incident Command System 100 (ICS 100) courses. Refresher training shall be of sufficient duration and content so as to continuously demonstrate competency. Level 2 responders shall meet the training requirements outlined in Level 1.

Level 3 - All personnel functioning in a Dangerous Goods Responder (DGR) capacity receive hazardous materials training based on National Fire Protection Association (NFPA) standard 472. Refresher training shall be of sufficient duration and content so as to continuously demonstrate competency. Level 3 responders shall meet the training requirements outlined in Levels 1 and 2.

Level 4 - All personnel functioning in a Dangerous Goods Officer (DGO) capacity receive hazardous materials technician, tank car specialist, highway specialist, incident command, and industrial firefighter training commensurate with National Fire Protection Association (NFPA) standards. Refresher training shall be of sufficient duration and content so as to continuously demonstrate competency. Level 4 responders shall meet the training requirements outlined in Levels 1, 2, and 3.

2.0 SKILLED SUPPORT PERSONNEL (U.S. Only)

This classification of personnel includes employees of contractors of CN whose normal job duties do not include hazardous waste operations and emergency response to chemical releases or accidents. Because they are not employees of CN, they are not required to meet any specific training requirements of CN. These people have training and skills in operating equipment, such as cranes, lifting devices, earth moving and digging equipment, that is needed to perform emergency support actions to control the incident. Examples would be heavy equipment operators and riggers. CN relies on subcontractors to furnish properly trained personnel and provide a synopsis of training for each employee working on CN operations. The synopses shall contain all initial and refresher training, medical surveillance status, respiratory protection training and certification and any other training they have received that is required under OSHA and DOT requirements.

These skilled support personnel will be permitted to perform their special skills following an initial briefing by CN Railroad personnel. The initial briefing shall include:

- Instruction on wearing and use of appropriate personnel protective equipment;
- What chemical hazards are involved;
- What duties are they to perform; and
- Appropriate safety and health precautions.

3.0 SPECIALIST EMPLOYEE (U.S. Only)

A specialist employee is an employee of CN who works with and is trained in the hazards of specific hazardous substances as part of their regular job. These employees may be called on to provide technical assistance or advice at a hazardous substance release. An example of the position that would fall into this category would be an Industrial Hygienist. Employees in this category will either receive training or demonstrate competency in their area of expertise.

4.0 TRAINERS (U.S. Only)

CN ensures that all instructors and organizations that teach any coursework related to hazardous substance releases and response, possess the proper instructor certifications for the courses they are instructing. For those who do not possess the proper teaching certifications, they must have sufficient training, education, knowledge, and experience in the subject matter and instructional experience to demonstrate competency.

5.0 REFRESHER TRAINING (U.S. Only)

CN shall ensure that any employee receiving training in hazardous substance releases and responses shall receive annual refresher training. This training shall be such to maintain competency in their knowledge and skills. This training is either conducted by members of the CN staff in-house or outsourced to various locations across the United States

6.0 DRILLS AND EXERCISES

CN will conduct periodic exercises with CN and non-CN response personnel to ensure necessary personnel are familiar with this emergency response plan. A response critique may be conducted at the conclusion of each drill or exercise to identify areas for improvement and a schedule for their implementation.

Annex 5: References

This Annex lists references that may be of value in the event of an emergency.

- CN Environmental Incident Response and Communication, EMP No. 2 – Environment

Describes reporting requirements for incidents which have the potential for creating a negative impact on the environment.
- CN Environmental Emergency Response, EMP No. 3 – Environment

Outlines the necessary environmental incident response required of CN personnel.
- CN Dangerous Goods Air Monitoring Protocol (CNDGAMP) – Dangerous Goods

Designed to enhance the response and management of dangerous goods releases by refining air monitoring capabilities of the CN Dangerous Goods Team.
- CN Incident Response Communications Manual – Public Affairs

Outlines CN Public Affairs Policies and Procedures for crisis communications during incidents.
- CN Security Management Plan – CN Police

Contains action items to be taken under the four alert levels specific to the railroad industry.
- Terrorism Emergency Response Plan – CN Police
- Earthquake Response Procedures – CN Engineering
- Weather Protocols – CN Engineering
- Critical Incident Response – CN Human Resources
- Business Continuity Plans – CN Functional
- CN Intranet: <http://cninet.cn.ca/en/index.asp>
- CN Environment Home: <http://cninet.cn.ca/environment/index.html>
- CN Safety and Regulatory Affairs:
<http://cninet.cn.ca/SafetyRegulatoryAffairs/web/en/index.html>

Annex 6: Environment Canada Storage Tank Regulations

This Annex addresses requirements in Environment Canada Storage Tank Regulation SOR/2008-197.

CN stores gasoline, diesel and engine oil in storage tanks on company property in accordance with EC regulations. A complete list of the locations and capacities of these storage tanks can be found in CN's SAP system.

A typical facility where the storage tank resides is within a rail yard or siding, where there are continuous train movements on the tracks. There are buildings, mechanical shops and roadways that run along and over rail tracks. Extreme caution must be observed when driving within the limits of the rail yard and all traffic signs and signals must be respected while paying special attention to train movements. Specific sensitivity data can be found in E2MS which is accessible by CN Environment, ER Responders and Environment Canada.

MSDS sheets for products stored in these tanks can be found in the MSDS database on the CN intranet. The general properties and characteristics of the products are found in the table below, for detailed product information the MSDS sheet must be consulted.

Product	Properties and Characteristics
Diesel Fuel No.2	Physical State: Liquid Colour: Colourless (may be dyed red, light green or yellow) Odour: Petroleum
Gasoline	Physical State: Volatile Liquid Colour: Colourless Odour: Typical gasoline odour Odour Threshold: < 0.25 ppm
Engine Oil	Physical State: Liquid Colour: Amber Odour: Characteristic Odour Threshold: N/D

CN Emergency Response Plan Petroleum Storage Tanks Section

Yard Name and Location: _____

Introduction

This section provides additional information to the CN Emergency Response Plan (ERP) pertinent to the “**Storage Tank Systems for Petroleum Products and Allied Petroleum Product Regulation**” of Environment Canada (EC). Implementation of measures to ensure worker and public safety or, if necessary, notification of the general public will be supervised by the CN Police, as per the ERP. The detailed response process in case of a spill or an accident is presented in the ERP and applies to any quantity spilled.

Site Specific Emergency Response Plan

The ERP can be made site specific by adding the name and location of the facility in the appropriate section above.

Nature of the product

Petroleum products or allied petroleum products are lighter than water and consequently will float on water. They must be treated as flammable liquids and all sources of ignition must be kept away during handling or spill response.

In Case of a Spill – Initial Response:

The steps to follow in case of a spill are detailed on the page titled “**What should I do when a spill occurs**”. Depending of the magnitude of the spill, the weather and the specific site conditions, the response steps can be implemented in a different order as conditions warrant. Above that, the health and safety of CN personal and the public must always be the primary concern. Spill response material is usually available in the tank area or at specified locations.

Response/Prevention

Roles and responsibilities of responders are described in section 2.1.2 of the CN Emergency Response Plan and the CN key responders by Region are presented in Annex 2.

A copy of the ERP must be available in the yards where tanks are in service. For tanks located in remote locations, the document “**What should I do when a spill occurs**” should be posted on the tank in replacement of the ERP.

Training

No specific training is required for the initial responders. However, CN Environment provides regular training on spill response and employees are encouraged to participate. Training can also be provided on request. If an initial responder is unsure of what actions to take pertaining to the hazards at hand, he or she must never put themselves at risk and immediately escalated the issue. Authorized, specialized contractors will be mobilized for significant clean-up.

WHAT SHOULD I DO WHEN A SPILL OCCURS?

1. ***Stop the leak, if safe to do so***

Shut off pumps, close valves, and block drains.

2. ***Eliminate sources of fire***

Cut the electricity and turn off sources of ignition. Extinguish any flames.

3. ***Secure the area***

Restrict access to the spill area and set up a secured zone.

4. ***Contain the spill***

Use your spill kit, peat moss, sand, snow, etc.

5. ***Prevent seepage of the product***

Prevent from entering watercourses, storm, drains, sewer systems, etc.

Use plastic tarps or other materials to build a retention pond.

6. ***Advise Supervisor, CN Police, and Environmental Officer***

CN POLICE 1-800-465-9239

7. ***Site Remediation***

Dispose of any contaminated material in secured, labelled containers (drum, Hazmat buildings, etc.)

8. ***Media***

Refer the media to CN Public Affairs.

9. ***Spill Report***

Document the spill event in SAP's Incident / Accident log.

10. ***Refill the spill kit***

Refer to SRM for new materials.

SECTION 4: LOCAL SUPPLEMENTS

Local supplements can be found at the following CN intranet location:

<http://cninet.cn.ca/SafetyRegulatoryAffairs/web/en/index.html>

Then select “Emergency Response Plan” and browse by region.

SECTION 5: LIST OF EMERGENCY CONTRACTORS

This section contains a list of emergency contractors used by CN. The list is sorted by province for the Canadian System and by state for the U.S. System.

CANADIAN SYSTEM

MARITIMES

Location	Contractor Specialty	Company Name	Contact	Phone #	Other Phone #	Internal CN Source
St John, NB	HAZMAT - LPG only	MD-UN	Jean-Claude Morin	(888) 922-3330		Dangerous Goods
St John, NB	HAZMAT	RST Industries	Earl Nickerson	(877) 624-8800	(506) 636-1609	Dangerous Goods
	Watercourse Responder	ECRC - Watercourse Responder	Rick Reid	(613) 930-9690	(902) 461-9170	Environment
		Atlantic Industrial Services	Adrian Saunders	(506) 862-2750		Environment
		Atlantic Industrial Cleaners	Allan Cox, Calvin	(902) 468-9011		Environment
		RST Industries	Earl Nickerson	(877) 624-8800	(506) 636-1609	Environment
	CN Internal	RTC Senior QC Atl		(514) 399-4614		Eastern Division
	CN Internal	Environment	Steve Andrews	(902) 428-5261	(902) 222-3407 (514) 414-2640	Eastern Division
	CN Internal	Dangerous Goods Officer	Yves Hamel	(514) 734-2254	(514) 891-9798	Eastern Division
	Wrecking, Cleaning and Trans-Loading	Perkan	Pierre Bergeron	(514) 331-1788	(514) 386-5917 (514) 720-0353	Eastern Division
	Metal cutting Salvager	D & N Metals Co. Ltd	Danny McLaughlin	(506) 473-5409		Eastern Division
	Metal cutting Salvager	Gallant Entreprise		(506) 739-9390		Eastern Division
	Metal cutting Salvager	JM Bastille	Jean Pierre Bastille	(418) 862-3346	(800) 463-1320	Eastern Division
Edmundston/ Pelletier	Cleaning	Water Blasting Vacuum Services	Luc Laforge	(506) 735-6681	(506) 737-3312 (506) 558-0655	Eastern Division
Edmundston/ Pelletier	Derailment	Conrad Lavoie et Fils	Nicole Lavoie	(506) 263-5344		Eastern Division
Edmundston/ Pelletier	Derailment	Conrad Lavoie et Fils	Jean Yves Lavoie	(506) 263-5344	(506) 263-8319 (506) 736-9030	Eastern Division
Edmundston/ Pelletier	Derailment	Conrad Lavoie et Fils	Danny Lavoie		(506) 263-5744 (506) 737-3823	Eastern Division
Edmundston/ Pelletier	Derailment	Conrad Lavoie et Fils	Philippe Lavoie		(506) 263-4266 (506) 737-3337	Eastern Division
Edmundston/ Pelletier	Derailment	Robert Daigle		(506) 735-7405		Eastern Division
Edmundston/ Pelletier	Derailment	Excavation Rock Nadeau		(506) 992-3693		Eastern Division
Edmundston/ Pelletier	Derailment	Excavation Tanguay Inc.	Pierre Tanguay	(418) 893-2771	(418) 893-2771	Eastern Division
Edmundston/ Pelletier	Derailment	Maurice St. Pierre		(418) 859-2395		Eastern Division

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MARITIMES

Location	Contractor Specialty	Company Name	Contact	Phone #	Other Phone #	Internal CN Source
Edmundston/ Pelletier	Derailment	Sozio Construction Ltee		(418) 859-2807		Eastern Division
Edmundston/ Pelletier	Derailment	9096-8884 Quebec Inc. (Excavation Morin)	Simon Morin, Chantal Morin or Suzanne Dube	(418) 859-2057		Eastern Division
Edmundston/ Pelletier	Derailment	Excavations Deschenes & Fils Inc.	Real Deschenes	(418) 495-2791	(418) 868-4981	Eastern Division
Edmundston/ Pelletier	Derailment	Entreprises Dionne Lionel Inc.		(418) 495-2773		Eastern Division
Halifax, NS	Derailment	Lloyd McLellan Construction Services Ltd.	Lloyd MacLellan	(902) 475-1314	(902)497-0460	Eastern Division
Halifax, NS	Derailment		Paul LeBlanc			Eastern Division
Halifax, NS	Derailment	Paddy Excavating	Jack Bateman	(902) 860-2378	(902)456-7055	Eastern Division
Halifax, NS	Derailment		Brock Tufts	(902) 860-2378	(902)497-0643	Eastern Division
Halifax, NS	Derailment		Terry Weagle		(902)499-9053	Eastern Division
Halifax, NS	Derailment	RL Keizer Services Limited	Ron Keizer	(902) 471-9602	(902)857-2680	Eastern Division
Halifax, NS	Derailment	Basin Contracting Ltd.		(902) 883-2235		Eastern Division
Halifax, NS	Derailment	Wilkare Construction	Bill Blake	(902) 897-7283	(902)895-4069 (902)893-2340	Eastern Division
Halifax, NS	Derailment		Darrel Coulter	(902) 897-7283	(902)895-4069 (902)893-8184	Eastern Division
Halifax, NS	Derailment		Danny O'Connor	(902) 897-7283	(902)895-4296	Eastern Division
Halifax, NS	Derailment	Star Line Trucking and Excavation LTD	Doug Schiefer	(902) 597-8128		Eastern Division
Halifax, NS	Derailment		D.F. Schiefer	(902) 597-3583	(902)664-2233 (902)664-3134	Eastern Division
Moncton, NB	Cleaning	Mario Rioux Construction Inc.	Mario Rioux	(506) 473-3688	(506) 475-2739	Eastern Division
Moncton, NB	Cleaning	Water Blasting Vacuum Services	Luc Laforge	(506) 735-6681	(506) 737-3312 (506) 558-0655	Eastern Division
Moncton, NB	Derailment	A1 Septic	Derrick McAllister	(506) 384-1484		Eastern Division

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MARITIMES

Location	Contractor Specialty	Company Name	Contact	Phone #	Other Phone #	Internal CN Source
Moncton, NB	Derailment	Atlantic Industrial Cleaners	Joey Luddington	(506) 854-3630	(506) 866-7389	Eastern Division
Moncton, NB	Derailment	Val's Construction	Daniel Leblanc	(506) 758-9177	(506) 852-0387	Eastern Division
Moncton, NB	Derailment	Beale and Inch Construction Ltd.	Richard Beale	(506) 536-1141	(506) 364-7204	Eastern Division
Moncton, NB	Derailment	Trent Blakney Excavating	Trent Blakney	(506) 372-4755	(506) 381-1100 (506) 557-3624	Eastern Division
Moncton, NB	Derailment	Prosser Enterprises LTD.	Tom Prosser	(506) 387-4227	(506) 856-0133	Eastern Division
Moncton, NB	Derailment	Prosser Enterprises LTD.	Bill Prosser		(506) 383-3072 (506) 386-5216	Eastern Division
Moncton, NB	Derailment	Modern Construction (1983) Ltd	Wayne Chambers	(506) 853-8853		Eastern Division
Moncton, NB	Derailment	Modern Construction (1983) Ltd	Bob Dunnett	(506) 853-8853	(506) 862-0980	Eastern Division
Moncton, NB	Derailment	Modern Construction (1983) Ltd	Ian Duff		(506) 866-6395	Eastern Division
Moncton, NB	Derailment	MacArthur's Paving & Const.	Thomas Doucette	(506) 859-9190	(506) 863-4722	Eastern Division
Moncton, NB	Derailment	Callaghan Contracting LTD.	Clayton Tucker	(506) 858-7015	(506) 858-9778	Eastern Division
Moncton, NB	Derailment	Callaghan Contracting LTD.	Alfred Richard	(506) 858-7015	(506) 852-0390	Eastern Division
Moncton, NB	Derailment	Starline Trucking & Excavation	Douglas Schiefer	(902) 597-8128		Eastern Division
Moncton, NB	Derailment	Starline Trucking & Excavation	D.F. Schiefer	(902) 597-3583	(902) 664-2233 (902) 664-3134	Eastern Division
Moncton, NB	Derailment	Wilkare Construction	Bill Blake	(902) 897-7283	(902) 895-4069 (902) 893-2340	Eastern Division
Moncton, NB	Derailment	Wilkare Construction	Darrel Coulter		(902) 893-8184	Eastern Division
Moncton, NB	Derailment	Wilkare Construction	Danny O'Connor		(902) 895-4296	Eastern Division
Napadogan East, NB	Derailment	William Boudreau	William Boudreau	(506) 339-6338	(506) 339-5265	Eastern Division
Napadogan East, NB	Derailment	John Flynn Contracting		(506) 367-2223		Eastern Division
Napadogan East, NB	Derailment	Knox Contracting		(506) 339-6657	(506) 339-5228	Eastern Division
Napadogan East, NB	Derailment	Diamond Construction		(506) 459-8161		Eastern Division

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MARITIMES

Location	Contractor Specialty	Company Name	Contact	Phone #	Other Phone #	Internal CN Source
Napadogan East, NB	Derailment	Prosser Enterprises Ltd.	Tom Prosser	(506) 387-4227	(506) 856-0133	Eastern Division
Napadogan East, NB	Derailment		Bill Prosser	(506) 383-3072	(506) 386-5216	Eastern Division
Napadogan East, NB	Derailment	Modern Construction (1983) Ltd.	Wayne Chambers	(506) 853-8853	(506) 853-8853	Eastern Division
Napadogan East, NB	Derailment		Bob Dunnett		(506) 862-0980	Eastern Division
Napadogan East, NB	Derailment		Ian Duff		(506) 866-6395	Eastern Division
Napadogan East, NB	Derailment	Bob's Backhoe	Bob Phillips	(506) 856-8886		Eastern Division
Napadogan East, NB	Derailment	Trent Blakney	Trent Blakney	(506) 372-4755	(506) 381-1100 (506) 557-3624	Eastern Division
Napadogan East, NB	Derailment	MacArthur's Paving & Const.	Thomas Doucette	(506) 859-9190	(506) 863-4722	Eastern Division
Napadogan East, NB	Derailment	Callaghan Contracting LTD.	Clayton Tucker	(506) 858-7015	(506) 858-9778	Eastern Division
Napadogan East, NB	Derailment	Callaghan Contracting LTD.	Alfred Richard	(506) 858-7015	(506) 852-0390	Eastern Division
Napadogan East, NB	Medical	Queens North Health Complex		(506) 327-7800		Eastern Division
Napadogan West, NB	Derailment	Boyd B Harding Ltd		(506) 356-7304	(506) 356-2399	Eastern Division
Napadogan West, NB	Derailment	Restigouche Construction	Luc Beaulieu	(506) 473-2481	(506) 473-5676 (506) 473-0702	Eastern Division
Napadogan West, NB	Derailment		Marco Cormier		(506) 473-6807	Eastern Division
Napadogan West, NB	Derailment	Gracien Rioux Construction	Gracien Rioux	(506) 473-1851		Eastern Division
Napadogan West, NB	Derailment		Yvon Michaud		(506) 473-5202	Eastern Division
Napadogan West, NB	Derailment		Mario Rioux		(506) 473-6979	Eastern Division
Napadogan West, NB	Derailment	Diamond Construction		(506) 459-8161	(506) 363-3982	Eastern Division
Napadogan West, NB	Derailment	John Flynn Contracting Ltd.		(506) 367-2223		Eastern Division
Napadogan West, NB	Derailment	Robert Daigle	Robert Daigle	(506) 735-7405		Eastern Division
Napadogan West, NB	Derailment	Conrad Lavoie et Fils	Jean-Yves Lavoie	(506) 263-5344	(506) 263-8319 (506) 736-9030	Eastern Division

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Location	Contractor Specialty	Company Name	Contact	Phone #	Other Phone #	Internal CN Source
Napadogan West, NB	Derailment		Danny Lavoie		(506) 263-5744 (506) 737-3823	Eastern Division
Napadogan West, NB	Derailment		Philippe Lavoie		(506) 263-4266 (506) 737-3337	Eastern Division
Sussex/Saint John, NB	Derailment	Atlantic Industrial Cleaners	Sean McDonald	(506) 652-9178		Eastern Division
Sussex/Saint John, NB	Derailment	E.J. Cunningham Ltd.	Ralph Cunningham	(506) 433-3394	(506) 433-5141 (506) 432-0121	Eastern Division
Sussex/Saint John, NB	Derailment	E.J. Cunningham Ltd.	Gordie Raymond		(506) 432-0122	Eastern Division
Sussex/Saint John, NB	Derailment	Thomas Construction	John Colwell	(506) 696-5197	(506) 696-2662	Eastern Division
Sussex/Saint John, NB	Derailment	Prosser Enterprises Ltd.	Tom Prosser	(506) 387-4227	(506) 856-0133	Eastern Division
Sussex/Saint John, NB	Derailment		Bill Prosser	(506) 383-3072	(506) 386-5216	Eastern Division
Sussex/Saint John, NB	Derailment	Trent Blakney Excavating	Trent Blakney	(506) 372-4755	(506) 381-1100 (506) 557-3624	Eastern Division
Sussex/Saint John, NB	Derailment	Modern Construction (1983) Ltd	Wayne Chambers	(506) 853-8853		Eastern Division
Sussex/Saint John, NB	Derailment		Bob Dunnett	(506) 862-0980		Eastern Division
Sussex/Saint John, NB	Derailment		Ian Duff	(506) 866-6395		Eastern Division
Sussex/Saint John, NB	Derailment	MacArthur's Paving & Const.	Thomas Doucette	(506) 859-9190	(506) 863-4722	Eastern Division
Sussex/Saint John, NB	Derailment	Callaghan Contracting Ltd.	Clayton Tucker	(506) 858-7015	(506) 858-9778	Eastern Division
Sussex/Saint John, NB	Derailment		Alfred Richard			Eastern Division
Sussex/Saint John, NB	Derailment	Dean Construction Ltd.		(506) 635-8044		Eastern Division

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Montreal	HAZMAT - LPG only	MD-UN	Jean-Claude Morin	(888) 922-3330		Dangerous Goods
St. Amable	HAZMAT	MD-UN	Jean-Claude Morin	(888) 922-3330		Dangerous Goods
	HAZMAT	Veolia	Real Mailhot	(800) 465-0911		Dangerous Goods
	Environment	ECRC - Watercourse Responder	Pierre Samson	(613) 930-9690		Environment

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Location	Contractor Specialty	Company Name	Contact	Phone #	Other Phone #	Internal CN Source
	Environment	Veolia	Real Mailhot	(800) 465-0911		Environment
Montreal	CN Internal	Environment	Isabelle Paquet	(514) 734-2305	(514) 247-6325 (514) 720-9836	Eastern Division
Montreal	CN Internal	Dangerous Goods Officer	Yves Hamel	(514) 734-2254	(514) 891-9798	Eastern Division
	Wrecking, Cleaning and Trans-Loading	Hulcher	Lonnie Little	(800) 659-8032	(705) 948-0173	Eastern Division
	Wrecking, Cleaning and Trans-Loading	Perkan	Pierre Bergeron	(514) 331-1788	(514) 386-5917 (514) 720-0353	Eastern Division
	Wrecking,	Hulcher		(800) 637-5471		Eastern Division
	Rental of equipment	United Rental	United Rental	(800) 877-3687		Eastern Division
	Metal cutting Salvager	JM Bastille	Jean Pierre Bastille	(418) 862-3346	(800) 463-1334	Eastern Division
	Helicopter	Essor-Helicopteres	Pierre Fiset	(418) 872-2222	(418) 573-0911	Eastern Division
	Helicopter	Helicopteres Transit	Claude Richard	(819) 825-5915		Eastern Division
Eastern Quebec	Cleaning liquid PumpTruck	Sani-Lang		(410) 862-1856		Eastern Division
Greater Montreal	CN Internal	RTC Senior Montreal		(514) 399-4613		Eastern Division
La Durantaye	Derailment		Roland Breton	(418) 284-2332		Eastern Division
La Pocatiere	Derailment		Magella Pelletier.	(418) 867-7352		Eastern Division
La Pocatiere Ouest	Derailment		Robert Ouellet.	(418) 856-3168		Eastern Division
Laurier	Derailment	Beton Laurier		(418) 728-2848	(418) 655-9790	Eastern Division
Limoilou	Derailment	Contracteur Bleau		(418) 623-2337	(418) 563-5858	Eastern Division
Lislet	Derailment		Jaques Blais		(418) 259-7841	Eastern Division
Lislet	Derailment	Contracteur Roland Trudel		(418) 243-3170		Eastern Division
Montmagny	Derailment		Léandre Chabot.	(418) 248-1866	(418) 241-6155	Eastern Division
Montmagny	Derailment		Michel Gamache.	(418) 241-3213		Eastern Division
Montreal	Derailment	Contracteur Percan		(514) 990-4218	(514) 497-9116 (514) 497-0279	Eastern Division

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Location	Contractor Specialty	Company Name	Contact	Phone #	Other Phone #	Internal CN Source
Parc Industriel Ville Becancour	Derailment	Contracteur André Cyrenne		(819) 294-6642		Eastern Division
Quebec	CN Internal	RTC Senior QC Atl		(514) 399-4614		Eastern Division
St-Alexandre	Derailment	Contracteur Deschenes		(418) 495-2791	(418) 868-4981	Eastern Division
St-Augustin	Derailment	Contracteur Paradis		(418) 878-2977		Eastern Division
St-Basile	Derailment	Contracteur Leo Gauthier		(418) 329-2654		Eastern Division
St-Charles	Derailment		Emile Lachance	(418) 887-3171	(418) 563-4405 (418) 691-4951	Eastern Division
St-Charles	Derailment	Excavation Lafontaine		(418) 883-3490	(418) 883-5526	Eastern Division
St-Charles De Drummondville	Derailment	Contracteur Yvon Benoit		(819) 474-6829	(819) 474-0205	Eastern Division
St-Croix	Derailment	Contracteur Excavation Ste-Croix		(418) 564-6408	(418) 564-6408	Eastern Division
St-David	Derailment	Raoul Pelletier	Ghislain	(418) 837-2147		Eastern Division
Ste-Hélène De Bagot	Derailment	Contracteur Luc Déry		(450) 791-2154		Eastern Division
Ste-Rosalie	Derailment	Contracteur Marobi Excavation		(450) 799-3515		Eastern Division
St-Foy	Derailment	Contracteur Faucher		(418) 656-9753		Eastern Division
St-Foy	Derailment	Contracteur Raymond Denis		(418) 872-3660		Eastern Division
St-Georges Lévis	Derailment	Contracteur Bergedac		(418) 833-1282		Eastern Division
St-Grégoire	Derailment	Contracteur André Bouvet		(819) 233-2357		Eastern Division
St-Jean Port-Joli	Derailment		Denis Bernier	(418) 598-6483	(418) 248-6712	Eastern Division
St-Philippe de Néri	Derailment		Daniel Plourde	(418) 856-4442	(418) 498-2858 (418) 860-8850 (418) 664-6147	Eastern Division
St-Pierre	Derailment	Contracteur Proulx	Laurent	(418) 241-3008		Eastern Division
St-Pierre	Derailment	Contracteur Proulx	Frederic		(418) 241-3466	Eastern Division
St-Romuald	Derailment		Jos Pelletier	(418) 839-6304	(418) 839-6038	Eastern Division

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Location	Contractor Specialty	Company Name	Contact	Phone #	Other Phone #	Internal CN Source
St-Romuald	Derailment	Contracteur André Laliberté		(418) 834-5000		Eastern Division
St-Stanislas	Derailment		Luc Cossette	(418) 328-3946	(418) 328-8645	Eastern Division
St-Tite	Derailment	H.P.Terrassement		(418) 365-5370	(418) 365-7837	Eastern Division
St-Vallier	Derailment	Clement Lapointe		(418) 887-6888	(418) 580-5456	Eastern Division
Trois-Rivieres	Derailment	Maskimo	Leger Lavoie	(819) 376-4011	(819) 377-2553 (819) 372-7668	Eastern Division
Yamachiche	Derailment	Belmare	François Belmare	(819) 379-2535		Eastern Division
Yamachiche	Derailment	Belmare	Reno Côté	(819) 697-5614		Eastern Division
Yamachiche	Derailment	Belmare	Jean Luc Belmare	(819) 695-0585		Eastern Division
Trois-Rivieres	Derailment		Alain Jutras	(819) 371-4056		Eastern Division
La Tuque	Derailment	Charles Morissette	Serge Buisson	(819) 676-8022	(819) 523-3366 (819) 676-7887	Eastern Division
St-Raymond	Derailment	Excavation Pax	Louis Cahier	(418) 337-7956	(418) 873-5455	Eastern Division
St-Raymond	Derailment	Excavation Pax	Richard Déry	(418) 337-7987		Eastern Division
St-Raymond	Derailment	Richard Robitaille Inc	Richard Robitaille	(418) 573-5703	(418) 337-3335	Eastern Division
Montauban	Derailment	René Carrier Inc	René Carrier	(418) 336-2525		Eastern Division
Rivière à Pierre	Derailment	Alain Carrier Inc	Alain Carrier	(418) 323-2436		Eastern Division
Lac aux Sables	Derailment	François Fugère Inc	François Fugère	(418) 336-2334		Eastern Division
Lac aux Sables	Derailment	Sylvain Robert Inc	Sylvain Robert	(418) 336-3126		Eastern Division
La Tuque	Derailment	Agrégats Dany Morissette Inc	Dany Morissette	(819) 523-7338	(819) 676-7533	Eastern Division
Alma	Derailment	L. Gagnon et Fils	Dany Gagnon	(418) 668-8738	(418) 818-0894	Eastern Division
Roberval	Derailment	Charles Paul Enr	Charles Paul	(418) 275-0780		Eastern Division
Chibougamau	Derailment	Jos. Ste Croix et Fils Ltée	Jos Ste Croix	(418) 748-2681		Eastern Division
Dolbeau	Derailment	Excavation Gaetan Girard	Gaetan Girard	(418) 879-6056	(418) 879-5869 (418) 276-7606	Eastern Division

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Location	Contractor Specialty	Company Name	Contact	Phone #	Other Phone #	Internal CN Source
Jonquiere	Derailment	Alfred Boivin Excavation Inc	Alfred Boivin	(418) 549-2457		Eastern Division
Jonquiere	Derailment	Claveau et Fils Inc	Claveau	(418) 547-1547		Eastern Division
Jonquiere	Derailment	Dynaroc	Steve Gagnon	(418) 699-1484	(418) 542-1211	Eastern Division
Jonquiere	Derailment	Excavation LMR		(418) 542-1213		Eastern Division
Jonquiere	Derailment	Grue Armand Guay		(418) 548-3192		Eastern Division
St-Félicien	Derailment	Excavation Michel Paradis Inc	Michel Paradis	(418) 679-2302	418-679-4533	Eastern Division
Normandin	Derailment	Fernand Boilard Inc	Fernand Boilard	(418) 274-3208		Eastern Division
Senneterre	Derailment	Construction Ross Inc	Nicolas Ross	(819) 737-2203	(819) 737-7771 (819) 856-5635	Eastern Division
Senneterre	Derailment	Construction Ross Inc	Ghislain Ross	(819) 737-2203	(819) 737-8484 (819) 856-7478	Eastern Division
Senneterre	Derailment	Construction Ross Inc	Martin Ross	(819) 737-2203	(819) 737-8671 (819) 856-7980	Eastern Division
Senneterre	Derailment	Roger Langlois & Fils Ltée	René Langlois	(819) 856-5525	(819) 737-4511 (819) 737-2149	Eastern Division
Senneterre	Derailment	Roger Langlois & Fils Ltée	Marcel Langlois	(819) 737-4392	(819) 737-4511	Eastern Division
Senneterre	Derailment	Roger Langlois & Fils Ltée	Denis Langlois	(819) 737-4501	(819) 737-4511	Eastern Division
Senneterre	Derailment	Pointe-Nor Inc	Normand Lapointe	(819) 856-9000	(819) 737-8166 (819) 737-2931	Eastern Division
Senneterre	Derailment	Transport Boum-Boum Inc	Claude Fillion	(819) 737-8547	(819) 737-4401	Eastern Division
Senneterre	Derailment	Transport Boum-Boum Inc	Christian Allaire	(819) 737-4692	(819) 737-4401	Eastern Division
Senneterre	Derailment	Transport Boum-Boum Inc	Réjean Allaire	(819) 737-8197	(819) 737-4401	Eastern Division
Val D'Or	Derailment	L. Fournier et Fils Inc	Éric Lebel	(819) 856-8379	(819) 825-4000 (819) 825-7392	Eastern Division
Val D'Or	Derailment	Construction Val d'or Ltée	Robert Drapeau	(819) 856-6955	(819) 874-7272 (819) 738-7676	Eastern Division

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Location	Contractor Specialty	Company Name	Contact	Phone #	Other Phone #	Internal CN Source
Val D'Or	Derailment	Construction Val d'or Ltée	Pierre Plante	(819) 856-7250	(819) 874-7272 (819) 824-5622	Eastern Division
Val D'Or	Derailment	René Élément Inc	René Élément	(819) 856-3062	(819) 824-5492	Eastern Division
Amos		Construction Norascon Inc	Mario Blais	(819) 727-6537	(819) 732-3351 (819) 727-1896	Eastern Division
Amos		Construction Norascon Inc	Éric Blais	(819) 727-6584	(819) 732-3351 (819) 732-0661	Eastern Division
Noranda		Entreprise Gaétan Jolicoeur	Gaétan Jolicoeur	(819) 763-8174	(819) 797-0569	Eastern Division
Noranda		Transport Cyrille Morin	Claude Perron	(819) 763-6669	(819) 764-6745	Eastern Division
Val D'Or		Guay Inc	Éric Moses	(819) 856-7923	(819) 825-4420 (819) 824-1453	Eastern Division
Noranda		Entreprise Richard Mercier	Richard Mercier	(819) 763-6887	(819) 797-4467 (819) 280-3578	Eastern Division
Noranda		Entreprise Richard Mercier	Guy Barrette	(819) 764-0572	(819) 797-4467 (819) 280-5090	Eastern Division
Noranda		Blais & Langlois Inc	Bertrand Morin	(819) 739-2001	(819) 739-2905 (819) 280-2355	Eastern Division
Noranda		Blais & Langlois Inc	Jacques Nadeau	(819) 755-3133	(819) 755-3220	Eastern Division
Noranda		Construction Lemiro Inc	Michel Drapeau	(819) 759-4485	(819) 759-3926 (819) 856-7120	Eastern Division
Noranda		Aubé Gabriel Inc	Gabriel Aubé	(819) 333-2460		Eastern Division
Noranda		Aubé Gabriel Inc	Jacques Aubé	(819) 339-5491	(819) 333-2460	Eastern Division
Noranda		Aubé Gabriel Inc	Daniel Aubé	(819) 333-9329	(819) 333-2460	Eastern Division

ONTARIO

Bothwell	HAZMAT	Harold Marcus	Randy Badiuk	(800) 265-9426		Dangerous Goods
Concord	HAZMAT	Quantum Murray	Scott Christon	(877) 378-7745	(289) 527-6921	Dangerous Goods
Hamilton	HAZMAT	Quantum Murray	Scott Christon	(877) 378-7745	(289) 527-6921	Dangerous Goods
Oakville	HAZMAT - LPG only	Quantum Murray	Scott Christon	(877) 378-7745	(289) 527-6921	Dangerous Goods

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Location	Contractor Specialty	Company Name	Contact	Phone #	Other Phone #	Internal CN Source
Ottawa	HAZMAT	Drain-all	Richard Lefebvre	(800) 265-3868		Dangerous Goods
Sarnia	HAZMAT	Quantum Murray	Scott Christon	(877) 378-7745	(289) 527-6921	Dangerous Goods
Sarnia	HAZMAT - LPG only	Quantum Murray	Scott Christon	(877) 378-7745	(289) 527-6921	Dangerous Goods
Stoney Creek	HAZMAT	Quantum Murray	Scott Christon	(877) 378-7745	(289) 527-6921	Dangerous Goods
Sudbury	HAZMAT	Quantum Murray	Scott Christon	(877) 378-7745	(289) 527-6921	Dangerous Goods
Thunder Bay	HAZMAT	Potter's Pumping Service	Dave Schmidt	(888) 213-2220		Dangerous Goods
Tilbury	HAZMAT	Quantum Murray	Scott Christon	(877) 378-7745	(289) 527-6921	Dangerous Goods
NW Ontario	Environment	Hazco	Steve Tylliros	(800) 667-0444	(204) 832-4561 (204) 782-4597	Environment
NW Ontario	Environment	Euroway	Gary Mittermayr	(204) 661-0500		Environment
NW Ontario	Environment	Potters Pumping Service-Thunder Bay	Dave Schmidt	(888) 213-2220	(807) 939-2994	Environment
NW Ontario	Environment	Enviowest (formerly A-1 Oil)-Thunder Bay	Jason Cook	(807) 939-1717	(807) 626-2417	Environment
NW Ontario	Environment	Asselin Transportation-Fort Frances	Eldon Mose	(807) 275-8300	(807) 274-6255	Environment
NW Ontario	Environment	Eveready (bought by Clean Harbors) Dryden	Alfio Corvino	(800) 645-8265	(807) 223-8010 (204) 471-4523	Environment
NW Ontario	Environment	Southwest Salvage (Swift Current, SK)	Warren McNarry	(306) 622-2222	(306) 741-1546	Environment
	Environment	Newalta		(888) 267-2458	(888) 737-2911 (905) 961-5824	Environment
	Environment	Drain-All	Robert Banfield	(613) 217-8076	(800) 265-3868	Environment
	Environment	Scott Environment Services	Ross Edwards	(905) 953-6082	(888) 634-9274	Environment
	Environment	Quantum Murray	Mark Jasper	(866) 333-6376	(877) 378-7745 (905) 971-5117	Environment
	Environment	Hazco	Phill Spring	(519) 886-2972	(519) 502-2633	Environment
	CN Internal	IMX (intermodal)		(905) 760-5181		Eastern Division
	CN Internal	Environment	Aaron Stadnyk	(905) 669-3377	(416) 575-3647	Eastern Division

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Location	Contractor Specialty	Company Name	Contact	Phone #	Other Phone #	Internal CN Source
	CN Internal	Dangerous Goods Officer	David Slauson	(905) 760-5108	(416) 948-7989	Eastern Division
Eastern Ontario	Cleaning Wrecking	Barr Construction	Brent Barr	(613) 561-0653		Eastern Division
Eastern Ontario	Metal Cutting Salvaging Shear	Kimco Steel Sales LTD	Bob Baxter	(613) 544-1822	(613) 536-8970 (800) 267-0902	Eastern Division
NE Ontario	Wrecking, Cleaning and Trans-Loading	Lacroix Construction	Barry Lacroix	(705) 566-1294	(705) 691-3351 (705) 665-4301	Eastern Division
NW Ontario	Shear in Winnipeg	Winnipeg	Rakowski	(204) 233-0402		Eastern Division
NW Ontario	Wrecking and Cleaning	DCC Contracting	Darin Corbiere	(807) 737-9031		Eastern Division
NW Ontario	Wrecking and Cleaning	Kupper Construction	George Kupper	(807) 227-2194		Eastern Division
Northern Ontario	Wrecking and Cleaning	Barino Construction		(807) 876-2294	(807) 854-7899	Eastern Division
Ontario	Metal cutting Salvager Shear	K & K Recycling	Kevin Morgan	(905) 426-8989	(416) 936-2711	Eastern Division
Ontario	Metal cutting Salvager Shear	K & K Recycling	Scott Sawyer	(905) 426-8989	(416) 936-8716	Eastern Division
Ontario	Metal cutting Salvager Shear	S & J Trading	Pat		(519) 870-6573	Eastern Division
Ontario	Trans-Loading	Metal Distribution Centre	Ron Vandervliet	(905) 669-3076	(416) 697-8023	Eastern Division
Ontario GTA South	CN Internal	RTC SeniorGTA SOZ		(905) 760-3838		Eastern Division
Ontario North	CN Internal	RTC Senior NOZ		(905) 760-3849		Eastern Division
Quebec Ontario	Rental of equipment	United Rental	United Rental	(800) 877-3687		Eastern Division
Quebec Ontario	Wrecking	Hulchers		(800) 637-5471		Eastern Division
Quebec Ontario	Wrecking, Cleaning and Trans-Loading	Hulchers	Lonnie Little	(800) 659-8032	(705) 948-0173	Eastern Division

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Winnipeg	HAZMAT - LPG only	LPGERC	Patrick Knight	(800) 265-0212	Contractor is Euroway	Dangerous Goods
Winnipeg	HAZMAT - Flam Liq	ERAC	Patrick Knight	(800) 265-0212	Contractor is Euroway	Dangerous Goods

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Location	Contractor Specialty	Company Name	Contact	Phone #	Other Phone #	Internal CN Source
Winnipeg	HAZMAT	Euroway	Gary Mittermayr	(204) 661-0500		Dangerous Goods
Winnipeg	HAZMAT	Clean Harbors	Alfio Corvino	(800) 645-8265		Dangerous Goods
Winnipeg	HAZMAT	Tervita	Charles Madden	(800) 327-7455	204-832-4561	Dangerous Goods
	Environment	Euroway	Gary Mittermayr	(204) 661-0500		Environment
	Environment	Hazco	Steve Tylliros	(800) 667-0444	(204) 832-4561 (204) 782-4597	Environment
	Environment	Lou's Liquid Waste Removal Ltd (vac trucks)	Wayne Yashyck	(204) 784-3224	(204) 222-4569 (204) 782-4234	Environment
	Environment	A1 Environmental Services (vac trucks)	Ernie Rousseau	(204) 237-3681	(204) 771-5809	Environment
	Environment	Envirowest Inc (vac trucks)	Norm Clippenstein	(204) 987-9600	(204) 781-2600	Environment
	Environment	Miller Environmental Corp.	Dave Howes	(204) 957-6327	(204) 925-9600 (204) 771-2004	Environment
	Environment	Clean Harbors	Alfio Corvino	(800) 645-8265	(204) 956-9770 (204) 471-4523	Environment
	Environment	Ray Bateman Enterprises (heavy equip.) Wpg	Ray Bateman	(204) 228-3908		Environment
	Environment	E.F.Moon Const (heavy equip.) Portage la Prairie	Mark Moon	(204) 857-2403	(204) 857-7871	Environment
	Environment	Spearing Services - Oxbow, SK (vac trucks)	Len Mosthway	(306) 483-2848	(306) 485-7733	Environment
	Environment	Southwest Salvage (Swift Current, SK)	Warren McNarry	(306) 622-2222	(306) 741-1546	Environment
	Engineering Rental	Able Movers Ltd.	Ken Neuman	(204) 237-4800		Lakehead Division
	Engineering Rental	Acadia Construction	Tom Ness	(306) 374-4738	(306)229-1219	Lakehead Division
	Engineering Rental	Acme Sewer Drain & Septic Services Inc.	Larry Mihalicz	(306) 569-3022		Lakehead Division
	Engineering Rental	Atikokan Equipment Rentals	Paul Gronski	(807) 597-6633	(807) 597-8059	Lakehead Division

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Location	Contractor Specialty	Company Name	Contact	Phone #	Other Phone #	Internal CN Source
	Engineering Rental	B.J. Halow & Son Constructors Ltd.	Bruce Halow	(807) 939-2533		Lakehead Division
	Engineering Rental	Badger Daylighting Inc.	Dana Gyori	(403) 343-0303		Lakehead Division
	Engineering Rental	Badger Daylighting Inc.	Kimberley	(800) 465-4273		Lakehead Division
	Engineering Rental	Bestway Builders (1981) Ltd.	Denny Besson	(204) 668-9077		Lakehead Division
	Engineering Rental	Blitz Excavating Ltd.	Brad Beauchemin	(306) 955-4451		Lakehead Division
	Engineering Rental	Borland Construction (1989) Ltd.	Leonard Weins	(204) 255-6444	(204) 257-3975	Lakehead Division
	Engineering Rental	Brandson Construction	Don Brandson	(204) 734-4249		Lakehead Division
	Engineering Rental	Brockman Enterprises	Greg Brockman	(306) 682-4340		Lakehead Division
	Engineering Rental	Brunet Construction	A. Brunet	(204) 746-8894		Lakehead Division
	Engineering Rental	Cambrian Excavators	Ron McCasin	(204) 233-8033	(204) 333-2830	Lakehead Division
	Engineering Rental	Caren Clearing & Spraying	Craig Caren	(807) 937-2522	(807) 223-5601	Lakehead Division
	Engineering Rental	Clean Cut Express	Ray Latimer	(306) 997-2034	(306) 229-8948	Lakehead Division
	Engineering Rental	Cumming & Dobbie (1986) Ltd.	Paulette Shewfelt	(204) 726-0790	(204) 729-7380	Lakehead Division
	Engineering Rental	Dennis Kupiak Excavating Ltd.	Dennis Kupiak	(204) 426-5209	(204) 326-7803	Lakehead Division
	Engineering Rental	Dennis Robinson Contracting	Dennis Robinson	(807) 274-7233		Lakehead Division
	Engineering Rental	Diamond Construction & Gravel		(204) 326-3456		Lakehead Division
	Engineering Rental	Don Nichols Contracting	Don Nichols	(807) 857-2448		Lakehead Division
	Engineering Rental	Double B Paving	David Barber	(204) 255-2837		Lakehead Division
	Engineering Rental	Double B Paving	G. Sarrasin	(204) 792-5303		Lakehead Division
	Engineering Rental	Drozda Backhoe Services Ltd.	Lawrence Drozda	(204) 638-9885		Lakehead Division
	Engineering Rental	F. Peters Excavating (1996) Ltd.	Greg Peters	(306) 652-6988	(306) 221-2016	Lakehead Division
	Engineering Rental	G&C Asphalt Services Ltd.	Paul Gervais	(306) 446-0155		Lakehead Division
	Engineering Rental	G&G Slashing	Geo. Wilgenbush	(204) 937-2800		Lakehead Division

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Location	Contractor Specialty	Company Name	Contact	Phone #	Other Phone #	Internal CN Source
	Engineering Rental	G. Ungar Construction	Garry Unger	(306) 647-2511	(306) 647-2650	Lakehead Division
	Engineering Rental	Globe Excavating Ltd.	Gerald Daviduke	(306) 374-7212	(306) 978-5887	Lakehead Division
	Engineering Rental	Hacquoil Construction	Jim Hacquoil	(807) 475-4096		Lakehead Division
	Engineering Rental	Hamm Holdings	Ron Hamm	(306) 463-6062		Lakehead Division
	Engineering Rental	Harold McQuaker Enterprises	Harold McQuaker	(807) 482-2844		Lakehead Division
	Engineering Rental	Heikki Lampi Sand & Gravel	Heikki Lampi	(807) 274-9647		Lakehead Division
	Engineering Rental	Hugh Munro Construction Ltd.	Bill Fisher	(204) 224-9218	(204) 489-4917	Lakehead Division
	Engineering Rental	Ironhorse Railroad Contractors	Ed Meier	(403) 946-0169		Lakehead Division
	Engineering Rental	J.C. Paving Ltd.	Tony Teixeira	(204) 989-4700		Lakehead Division
	Engineering Rental	J.C. Paving Ltd.	Mike Dacheco	(204) 989-4700		Lakehead Division
	Engineering Rental	Jim Nichols Trucking	Jim Nichols	(807) 887-3311	(807) 683-5310	Lakehead Division
	Engineering Rental	Ken & Terry's Construction Ltd.	Glen Richardson	(306) 445-9159		Lakehead Division
	Engineering Rental	Kupper Contracting Ltd	Bev Kupper	(807) 227-2194	(800) 890-0813	Lakehead Division
	Engineering Rental	L. Chabot Enterprises Ltd.	Fernand Chabot	(204) 224-1565		Lakehead Division
	Engineering Rental	Lafarge Materials & Construction	Malcolm Croskery	(807) 345-2338		Lakehead Division
	Engineering Rental	Lamont (Hugh) Trucking	Hugh Lamont	(204) 427-2251		Lakehead Division
	Engineering Rental	LTL Contracting Ltd.	Patricia Krapan	(807) 623-3600	(807) 983-2171	Lakehead Division
	Engineering Rental	Letawsky Construction	Bill Letawsky	(306) 882-3181		Lakehead Division
	Engineering Rental	Ludba Construction	Robin Ludba	(306) 563-6431	(306) 563-8007	Lakehead Division
	Engineering Rental	M.L. Judson Trucking Ltd.	Morris Judson	(807) 482-2237	(807) 482-2061	Lakehead Division
	Engineering Rental	Maple Leaf Construction	Blake Fitzpatrick	(204) 783-7091		Lakehead Division
	Engineering Rental	Maple Leaf Drilling	Roelly Van Linge	(204) 224-3084		Lakehead Division
	Engineering Rental	Marc's Backhoe Service	Violet/Marc Cote	(807) 879-2550		Lakehead Division

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Location	Contractor Specialty	Company Name	Contact	Phone #	Other Phone #	Internal CN Source
	Engineering Rental	Mulder Construction & Materials Ltd.	Terry Watson	(204) 958-7400	(204) 981-6434	Lakehead Division
	Engineering Rental	N&R Concrete	Terry Rathgeber	(306) 728-5433		Lakehead Division
	Engineering Rental	Neilson Trucking Ltd.	Kevin Neilson	(306) 338-3330		Lakehead Division
	Engineering Rental	Nelson River Construction	Gord Lee	(204) 949-8700		Lakehead Division
	Engineering Rental	Nelson River Construction	Gary Kohut	(204) 792-3549		Lakehead Division
	Engineering Rental	Nemanishen Contracting Ltd.	Peter Nemanishen	(306) 283-4818	(306) 221-9733	Lakehead Division
	Engineering Rental	Paddock Drilling Ltd.	Martin Hogue	(204) 725-0657		Lakehead Division
	Engineering Rental	Perron Contracting & Gravel	Wilf Perron	(807) 737-2000		Lakehead Division
	Engineering Rental	Precision Contractors	Rick Goulet	(780) 875-1962		Lakehead Division
	Engineering Rental	Radian Communication Services (Canada)	Geoff Hutchinson	(204) 633-7210	(204) 941-1324	Lakehead Division
	Engineering Rental	Rodren Drilling Ltd.	Rod Cyr	(204) 339-1668		Lakehead Division
	Engineering Rental	Rojet Contracting Ltd.	Ross Leeson	(306) 228-2916		Lakehead Division
	Engineering Rental	Rose Construction	Steve German	(306) 463-3735		Lakehead Division
	Engineering Rental	Rowan Enterprises Ltd.	Ken Rowan	(204) 845-2033	(204) 748-7746	Lakehead Division
	Engineering Rental	Saskcon Repair Services Ltd.	Patricia/Eric Broberg	(306) 933-4948		Lakehead Division
	Engineering Rental	Scott's Trucking & Backhoe Service	Jim Scott	(204) 447-7444	(204) 835-2606	Lakehead Division
	Engineering Rental	Setlack Enterprises	William Setlack	(204) 422-8422		Lakehead Division
	Engineering Rental	Shorty's Fencing	Kerry Thiessen	(204) 895-0202		Lakehead Division
	Engineering Rental	Skyline Tower Ltd.	Todd Zale	(204) 771-9140		Lakehead Division
	Engineering Rental	Starlite Satellite & Communications	Ric Paquette	(204) 945-9555		Lakehead Division
	Engineering Rental	Starlite Satellite & Communications	Adele Paquette	(204) 945-9555		Lakehead Division
	Engineering Rental	Stephen Blair Contracting Limited	Stephen Blair	(807) 937-5877		Lakehead Division
	Engineering Rental	Strilkiwski Contracting Ltd.	Harvey Strilkiwski	(204) 638-9304		Lakehead Division

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Location	Contractor Specialty	Company Name	Contact	Phone #	Other Phone #	Internal CN Source
	Engineering Rental	Tim's Bobcat Service	Tim Chaban	(306) 728-4882		Lakehead Division
	Engineering Rental	Tom Veert Contracting Ltd.	Tom Veert	(807) 274-6898		Lakehead Division
	Engineering Rental	Uni-Jet Industrial Pipe Services	Brenda Hryshchuk	(204) 633-4879		Lakehead Division
	Engineering Rental	Walkers Backhoe	Don Walker	(306) 542-2256		Lakehead Division
	Engineering Rental	Wally's Trenching Company Ltd.	W. Dennis Johnston	(204) 728-6814		Lakehead Division
	Engineering Rental	Wangler Construction	Brock Wangler	(306) 843-2522		Lakehead Division
	Engineering Rental	Wangler Construction	Randy	(306) 843-7104		Lakehead Division
	Engineering Rental	Wellen Boring Ltd.	Garth Johnson	(306) 665-0474		Lakehead Division
	Engineering Rental	Wildon Wiring	Taryl Clavet	(807) 345-9785		Lakehead Division
	Engineering Rental	Wyonzek Brothers Construction Ltd.	Dave Wyonzek	(306) 563-4481	(306) 563-6642	Lakehead Division
Atikokan	Loaders/Flat Decks/Trucks	Atikokan Equipment	Paul Gronski	(807) 597-5896	(807) 274-6898	Lakehead Division
Austin	Mechanical Rental	Pine Creek Colony		(204) 466-2822	(204) 466-2861	Lakehead Division
Brandon	Mechanical Rental	Cumming & Dobbie Ltd	Sean	(204) 726-0790	(204) 729-7380	Lakehead Division
Brandon	Mechanical Rental	Paddock Drilling Ltd.		(204) 725-0657		Lakehead Division
Dauphin	Mechanical Rental	Drozda Backhoe Services		(204) 638-9885		Lakehead Division
Dauphin	Mechanical Rental	Strilkiwski Contracting		(204) 638-9304		Lakehead Division
Dorion	D6 Cat/D8 Cat w/winch/Cat Backhoe/Float Truck Svce.	Atkinsons		(807) 857-2388	(807) 857-2454	Lakehead Division
East St Paul	Mechanical Rental	Bestway Builder		(204) 668-9077		Lakehead Division
Elkhorn	Mechanical Rental	Rowan Enterprises		(204) 845-2033		Lakehead Division
Emo	All types of machines/trailers	M.L.Judson Trucking	M. Judson		(807) 482-2237	Lakehead Division
Emo	Cat/Backhoe/Float Trucks	H. Quaker	H. Quacker	(807) 857-2388	(807) 482-2844	Lakehead Division
Emo	Cat/Backhoe/Float Trucks	K. Smith	K. Smith	(807) 482-2437	(807) 275-9920	Lakehead Division
Estevan, SK	Mechanical Rental	Day Construction		(306) 482-3244		Lakehead Division

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Location	Contractor Specialty	Company Name	Contact	Phone #	Other Phone #	Internal CN Source
Fort Frances	Backhoe/Loaders/Flat Decks/Trucks/Cat w/winch	Armstrong Equip.	Larry & Shane Armstrong	(807) 274-3294	(807) 275-9901	Lakehead Division
Fort Frances	Cat/Backhoe/Float & Dump Trucks/Forklift/Flat Decks	Tom Veert Contr.		(807) 274-6898	(807) 272-6898	Lakehead Division
Fort Frances	Cat/Backhoes/Trucks	Heikki Lampi	Heikki Lampi		(807) 274-9647	Lakehead Division
Fort Frances	Mechanical Rental	Asselin Transp		(807) 274-6255	(807) 275-8300	Lakehead Division
Hadashville	Mechanical Rental	Kupiak Excavating		(204) 426-5209		Lakehead Division
Macgregor	Mechanical Rental	Mac Rentals		(204) 685-2143	(204) 857-2060 (204) 685-2481	Lakehead Division
Minota	Mechanical Rental	John Hodgins		(204) 567-3740		Lakehead Division
Minota	Mechanical Rental	Ken Doarty		(204) 483-3957	(403) 363-1862	Lakehead Division
Morris	Mechanical Rental	Brunet Construction		(204) 746-8894		Lakehead Division
Nipigon	Loader/Backhoe/Cat/ 70T Mobile Crane/Dump Trucks	Jim Nichols Trucking	Jim Nichols	(807) 877-3311	(807) 877-3498	Lakehead Division
Pine Ridge	Mechanical Rental	Don Taras		(204) 224-3176		Lakehead Division
Portage La Prairie	Mechanical Rental	Moon Construction		(204) 857-7871	(204) 857-2403 (204) 857-6518	Lakehead Division
Russel	Mechanical Rental	Russel Redi Mix		(204) 773-2586	(204) 773-0600	Lakehead Division
Sioux Lookout	Forklifts, Flat Deck Trucks		Tom Nebbs	(807) 737-2134	(807) 737-1950	Lakehead Division
SK	Mechanical Rental	Southwest Salvage (Warren)		(306) 622-2222		Lakehead Division
St. Anne	Mechanical Rental	Setlack Enterprises		(204) 422-8422		Lakehead Division
St. Lazare	Mechanical Rental	Fouillard Lt.		(204) 683-2214	(204) 683-2425	Lakehead Division
St. Pierre	Mechanical Rental	Paul Bedard		(204) 433-7876	(204) 981-1967	Lakehead Division
Swan River	Mechanical Rental	Brandson Construction		(204) 734-4249	(204) 734-2663	Lakehead Division
Swan River	Mechanical Rental	Stardust Construction		(204) 734-3459	(204) 734-8170	Lakehead Division
T.Bay/Dryden	Helicopter	Wiskair		(800) 579-4510	(807) 475-4510	Lakehead Division
T.Bay/S.Lookout	Planes	Wasaya Airways		(877) 492-7292	(807) 473-1200	Lakehead Division
T.Bay/S.Lookout	Planes	Bearskin Airlines		(800) 465-2327	(807) 474-2632	Lakehead Division

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Location	Contractor Specialty	Company Name	Contact	Phone #	Other Phone #	Internal CN Source
Thunder Bay	Backhoes/Cat/Float Trucks	Buchanan Equipment		(897) 768-1514	(807) 767-7689 (807) 624-7448	Lakehead Division
Thunder Bay	Boom Trucks/Rough Terrain/Truck & Mobile Cranes	T.Bay Harbour Improvements	Chris/Dave Becotte	(807) 767-1445	(807) 344-7294 (807) 626-4401 (807) 626-4344	Lakehead Division
Thunder Bay	Cats w/winch/ Hytachi Backhoes/Float Trucks	Halow Construction	Bruce Halow	(807) 473-9021	(807) 939-2533 (807) 628-3442	Lakehead Division
Thunder Bay	Electrical Work	Wildon Wiring		(807) 345-9785	(802) 624-6079	Lakehead Division
Thunder Bay	Flat Decks/300T Cranes, Float Trucks	G.C.Rentals	Bruce Carrier Kevin Whalen	(866) 289-9821	(807) 577-2666 (807) 626-3118	Lakehead Division
Thunder Bay	Pump Trucks/Tanker Trucks	Potter's Pumping	Peter Haniak	(807) 939-2994	(807) 626-2023	Lakehead Division
Thunder Bay	Rental All Types Equip.	A-Z Rentals		(877) 934-2848	(807) 623-7469	Lakehead Division
Thunder Bay	Vacuvator - Grain Trucks & Augers	Lakeland Feeds	Paul Vanderberg	(807) 935-2769	(807) 626-3529	Lakehead Division
Thunder Bay, ON	Helicopter	Canadian Helicopters		(807) 577-1158		Lakehead Division
Vermillion Bay	Backhoe/Ditching/Grading/ Floats/Dump Trucks	Kupper Contracting	George Kupper	(800) 890-0813	(807) 227-2194	Lakehead Division
Winnipeg	Mechanical Rental	Able Movers		(204) 237-4800		Lakehead Division
Winnipeg	Mechanical Rental	Borland Construction		(204) 255-6444	(204) 257-3975	Lakehead Division
Winnipeg	Mechanical Rental	Cambrian Excavators		(204) 233-8033	(204) 771-8730	Lakehead Division
Winnipeg	Mechanical Rental	Hugh Munro		(204) 224-9218	(204) 981-6944	Lakehead Division
Winnipeg	Mechanical Rental	Tom Onffer		(204) 257-3399		Lakehead Division
Winnipeg	Mechanical Rental	JC Paving		(204) 989-4700		Lakehead Division
Winnipeg	Mechanical Rental	Ken's Crane		(204) 231-5366	(204) 783-7008	Lakehead Division
Winnipeg	Mechanical Rental	Chabot Enterprises		(204) 224-1565		Lakehead Division
Winnipeg	Mechanical Rental	Litz Cranes		(204) 783-7979		Lakehead Division
Winnipeg	Mechanical Rental	Maple Leaf Construction		(204) 783-7091		Lakehead Division
Winnipeg	Mechanical Rental	Maple Leaf Drilling		(204) 224-3084		Lakehead Division
Winnipeg	Mechanical Rental	Nelson River Construction		(204) 949-8700	(204) 981-0072	Lakehead Division
Winnipeg	Mechanical Rental	Mulder Construction (Ray)		(204) 792-2113		Lakehead Division
Winnipeg	Mechanical Rental	Rakowski Equipment		(204) 233-0402		Lakehead Division
Winnipeg	Mechanical Rental	HAZCO		(204) 832-4561		Lakehead Division

CANADIAN SYSTEM

MANITOBA

Location	Contractor Specialty	Company Name	Contact	Phone #	Other Phone #	Internal CN Source
Winnipeg	Mechanical Rental	Coopers Crane (Moe or Andy)		(204) 233-5542	(204) 793-2280	Lakehead Division
Winnipeg	Mechanical Rental	Calado Const.		(204) 999-6347	(204) 801-6661	Lakehead Division
Winnipeg	Planes	Perimeter Aviation	Nancy/Chris	(204) 480-4023	(204) 480-4013	Lakehead Division

SASKATCHEWAN

Saskatoon	HAZMAT	Quantum Murray	Geoff Warren	877-378-7745	306-321-5290	Dangerous Goods
Saskatoon	HAZMAT	Envirotec Services Inc.	Kevin McEwen	(877) 244-9500	306-751-8558	Dangerous Goods
Regina	HAZMAT	Envirotec Services Inc.	Kevin McEwen	(877) 244-9500	306-751-8558	Dangerous Goods
Regina	HAZMAT	ERAC / LPGERC	Don Merriam	(800) 265-0212	514-714-1075	Dangerous Goods
Saskatoon	HAZMAT	ERAC / LPGERC	Patrick Knight	(800) 265-0212	587-229-4990	Dangerous Goods
Llyodminster	HAZMAT	Clean Harbors	Eugene Smith	780-808-3883	306-820-5202	Dangerous Goods
		HMI Industries	Rob Skarzynski	306 270 3589		Mechanical
Blue River to Melville	All Equipment	HMI	Ken Langstaff	(780) 868-5654		Mechanical
Blue River to Melville	All Equipment	HMI	Shandy Vida	(403) 896-0210		Mechanical
	Environment	Envirotec Services Inc. - Saskatoon	Geoff Warren	(877) 244-9500		Environment
	Environment	Eveready (bought by Clean Harbors) Regina	Kevin Smart	(306) 546-3322	(306) 535-3935	Environment
	Environment	Spearing Services - Oxbow, SK (vac trucks)	Len Mosthway	(306) 483-2848	(306) 485-7733	Environment
	Environment	Southwest Salvage (Swift Current, SK)	Warren McNarry	(306) 622-2222	(306) 741-1546	Environment
	Manage site for Cleaning	South West Salvage	Warren McNary	(306) 622-2222		

ALBERTA

Edmonton	HAZMAT	Shield Specialized Emergency Services	Mark Nadeau	(780) 416-6082		Dangerous Goods
Edmonton	HAZMAT	Rapid Response	Reg Foster	(844)-744-4911		Dangerous Goods
Calgary	HAZMAT	Enviro Hazmat	Barry Lesiuk	(403) 236-4901		Dangerous Goods
Calgary	HAZMAT	Ironhorse Response	Max Thevenot	(844)-577-4766		Dangerous Goods
Calgary	HAZMAT	Quantum Murray ER		(866) 333-6376		Dangerous Goods

CANADIAN SYSTEM

ALBERTA

Location	Contractor Specialty	Company Name	Contact	Phone #	Other Phone #	Internal CN Source
Edmonton	HAZMAT	Quantum Murray ER		(866) 333-6376		Dangerous Goods
Calgary	HAZMAT - LPG, Flamm. Liquids only	ERAC	Spencer Buckland	(800) 265-0212		Dangerous Goods
Alberta		HMI Industries	Ken Langstaff 24 hr cell	24 hrs 780 868 5654	780-400-2454 office 780-467-5171 home	Mechanical
Alberta		HMI Industries	Rob Taylor	780 293 1433		Mechanical
Alberta		HMI Industries	Shandy Vida	(403) 896-0210	403-343-6105 home	Mechanical

BRITISH COLUMBIA

Richmond	HAZMAT	Tervita	Caron Adderley	(800) 327-7455	(604) 328-8530	Dangerous Goods
Richmond	HAZMAT	Quantum Murray ER	Matt Leigh	(877) 378-7745	(604) 842-4437	Dangerous Goods
Kelowna	HAZMAT	Ram Environmental	Rick Grindrod	(855) 238-9350	(250) 718-1151	Dangerous Goods
Kamloops	Cranes	Sterling Crane	Barry McRann	(250) 573-2005	(250) 318-5609	Mechanical
Kamloops	Dozers/Backhoes	Brentwood Contracting		(250) 372-1191		Mechanical
Kamloops	Dozers/Backhoes	Brentwood Enterprises	Mark Litke	(250) 372-1191	(250) 851-1275	Mechanical
Kamloops	Environmental / Dangerous Comm.	Quantum Environmental	Andrew Jeves	(866) 333-6376	(250) 329-3387	Mechanical
Kamloops	Fuelling	Sands	Derek Giorgi	(250) 299-6290		Mechanical
Kamloops	Fuelling	4Refuel	Dean Muse	(250) 319-8130		Mechanical
Kamloops	Transloading	Recam Projects	Ryan Schuk	(250) 320-2077		Mechanical
Prince George	120T - 140T-180T	Sterling Crane	Mgr - Ken Mason	24 hr 2505611501	(250) 613-5007	Mechanical
Prince George	3 - D8's winch / Squamish 3-330's 2 Hoes 320's on carts.	Rick Hunter		(604) 892-4220		Mechanical
Prince George	3 - D8's winch / Squamish 3-330's 2 Hoes 320's on carts.	John Hunter		(604) 924-4221		Mechanical
Prince George	3 - D8's winch / Squamish 3-330's 2 Hoes 320's on carts.	Scott Hunter		(604) 892-7540		Mechanical
Prince George	4 Hoes / 1-350 / 1-300 / 2-270	Twin Rivers	Owner - Neil	(250) 962-6657	(250) 613-5010	Mechanical

CANADIAN SYSTEM

BRITISH COLUMBIA

Location	Contractor Specialty	Company Name	Contact	Phone #	Other Phone #	Internal CN Source
Prince George	4 Hoes / 1-350 / 1-300 / 2-270	Twin Rivers	Sheldon	(250) 960-9944		Mechanical
Prince George	Low Beds	Larry's Heavy Hauling		(250) 561-1137		Mechanical
Prince George	Low Beds	Warmac	Antoney	(260) 612-2434		Mechanical
Prince George	Low Beds	Warmac	Vern	(250) 961-6886		Mechanical
Prince George	D8's winches	Teare Construction	Dan Sindia	(250) 613-6760		Mechanical
Prince George	D8's winches	Teare Construction	James	(250) 361-5179		Mechanical
Prince George	D8's winches	Teare Construction	Malcom	(250) 160-4461		Mechanical
Prince George	Shear 1 -345 / 2-330's / 2 Trucks to haul steel	Allen Scrap	Mgr - Alex	(250) 562-1179	(250) 981-2311	Mechanical
Prince George	Shear 1 -345 / 2-330's / 2 Trucks to haul steel	Allen Scrap	scott	(250) 562-1179	(250) 981-2318	Mechanical
Prince Rupert / Terrace	Hoe's 1-235 / 2-314 / 1-345 / 2 Dozers D8 & D6 / Vacuum Truck (grain)	Storey's Excavating	Owner Jamie Storey	(250) 627-6844		Mechanical
Prince Rupert / Terrace	Hoe's 1-235 / 2-314 / 1-345 / 2 Dozers D8 & D6 / Vacuum Truck (grain)	Storey's Excavating	Ryan	778-884-6264		Mechanical
Terrace		Progressive Ventures	Darcy	250 615 6835	250 635 7459	Mechanical
Terrace		Progressive Ventures	Lyle	(250) 638-6872	(250) 798-2416	Mechanical
Terrace		JL's Excavating	Jerry	(250) 638-2849		Mechanical
Terrace		JL's Excavating	Josh	(250) 615-6059		Mechanical
Terrace		Bear Creek		(250) 635-3407	(250) 638-6806	
Terrace		Entrec		(250) 624-6802	(778) 884-2240	
Terrace	Shear	ABC Recycling	Paul	250 615 8015		Mechanical
Smithers	Loaders, Back Hoes, D8's, Rock Trucks	Piderney Contractin	Clinton	(250) 847-0444	(250) 847-2303	Mechanical
Smithers	4- Hoes = 2-330 / 1-370 / 2-300 Dozers 2 D8's winch	Farco Ltd.	Mgr - Scott	(250) 635-5156	(250) 615-3873 (250) 615-7998	Mechanical
Squamish	Dozers/Backhoes/Derrick Cranes	Rick Hunter Contractors		(604) 892-4220		Mechanical
Terrace	1 - 345 Shear / 3 Hoes 345.	Bold Salvage	Office	(250) 635-1228		Mechanical

CANADIAN SYSTEM

BRITISH COLUMBIA

Location	Contractor Specialty	Company Name	Contact	Phone #	Other Phone #	Internal CN Source
Vancouver/Kamloops	Cats, Derrick Cranes	John Hunter		(604) 892-4221		Mechanical
Vancouver/Kamloops	Cranes 100t - 350t	Sterling Crane		250-561-1501		Mechanical
Vancouver/Kamloops	Shear	ABC Recycling	Mike	604-928-8122		Mechanical
Vancouver	Backhoes all sizes	Backhoes Unlimited		(604) 888-4000		Mechanical
Vancouver	Cranes 100t - 350t	Gwil Crane		(604) 291-9401		Mechanical
Vancouver	Cranes 100t - 350t	Eaglewest Cranes		(604) 852-7133		Mechanical
Vancouver	Wreck Dozers	Dixon Bulldozers		(604) 856-0967		Mechanical
Ft. St. John	Shear, hoes, 10 railcars	ABC Recycling	Garriett Sterzer	(250) 785-7900	(778) 256-4311	Mechanical
Ft. St. John / Nelson / Chetwyn / Tumbler	100T - 150 T - 180 T.	La prairie Crane	Mgr - Mike	(250) 787-5438	2507939606 cell	Mechanical
Ft. St. John / Nelson / Chetwyn / Tumbler	180T - 200T	Northern Crane Service	24 Hr Office	(780) 532-8212		Mechanical
Ft. St. John / Nelson / Chetwyn / Tumbler	Dozers 4 - D8 / 2 without winch Dozers 2 - D7 with winch / 6 - D6 all have winch 2 - 450 / 4 - 330 / 1 - 325	Borek Construction	Mgr - Blain	(250) 782-5561	(250) 219-1887	Mechanical

U.S. SYSTEM

ALABAMA

Mobile	HAZMAT	U. S. Environmental Services		(888) 279-9930		Dangerous Goods
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ARKANSAS

Little Rock	HAZMAT	U. S. Environmental Services		(888) 279-9930		Dangerous Goods
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GEORGIA

Atlanta	HAZMAT	Hulcher Emergency Services		(800) 637-5471		Dangerous Goods
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ILLINOIS

Sauget, IL	HAZMAT	Hulcher Emergency Services		(800) 637-5471		Dangerous Goods
East St. Louis	HAZMAT	Environmental Restoration	Joedy Souder	817-637-4191	636-680-2434	Dangerous Goods
Chicago	HAZMAT	SUNPRO	Dave Estep	(708) 653-2559	800-488-0910	Dangerous Goods
Chicago	HAZMAT	SET Environmental	Tony Houdyshell	414-761-9316	877-437-7455	Dangerous Goods

U.S. SYSTEM

ILLINOIS

Location	Contractor Specialty	Company Name	Contact	Phone #	Other Phone #	Internal CN Source
	Environment	Freeman Environmental	Paul Freeman	(888) 675-3591	(618) 988-1515 (618) 925-6577	Environment
	Environment	Hultcher Services	Kevin Dill	(800) 637-5471	(618) 332-3200 (618) 795-3977	Environment
	Environment	SWS	Richard Kell	(800) 852-8878	(270) 444-8003 (270) 559-6336	Environment
	Environment	Safeguard Environmental	Bruce Marti	(708) 259-0757		Environment

INDIANA

Schererville	HAZMAT	SUNPRO	Dave Estep	(708) 653-2559	800-488-0910	Dangerous Goods
	Environment	Safeguard Environmental	Bruce Marti	(708) 259-0757		Environment

IOWA

	HAZMAT	Hazmat Response	Luke Stockdale	913-782-5151	800-229-5252	Dangerous Goods
	Environment	Hydro Klean	Ryan Blackburn	(515) 283-0500	(515) 208-8822	Environment

KENTUCKY

	Environment	SWS	Richard Kell	(800) 852-8878	(270) 444-8003 (270) 559-6336	Environment
	Environment	Hulcher Services	Mike Renfro	(800) 637-5471	(662) 890-5440 (901) 619-6494	Environment

LOUISIANA

Prairieville	HAZMAT	U. S. Environmental Services		(888) 279-9930		Dangerous Goods
Baton Rouge	HAZMAT	OMI	Frank Piediscalzo	504-287-3510	800-645-6671	Dangerous Goods

MICHIGAN

	HAZMAT	Environmental Quality	Tom Wildman	(419) 686-0600	800-686-0600	Dangerous Goods
Flint	HAZMAT	Young's Environmental	Gary Brannock	(800) 496-8647		Dangerous Goods
Kalamazoo MI	HAZMAT	Terra I/S Down Municipal Services	Richard Walsh	(800) 632-4176		Dangerous Goods
	Environment	Young's Environmental	Mr. David Rowilson	(810) 789-7155	(810) 397-4549	Environment
	Environment	Marine Pollution Control	Mr. Jim Kemney	(313) 849-2333	(313) 215-2907	Environment
	Environment	Environmental Quality (EQ)	Mr. Tom Wildman	(800) 839-3975	(419) 686-0600 (419) 346-0795	Environment

U.S. SYSTEM

MICHIGAN

Location	Contractor Specialty	Company Name	Contact	Phone #	Other Phone #	Internal CN Source
Michigan (UP)	Environment	OSI Environmental Services	Pat Tracey	(800) 777-8542		Environment

MINNESOTA

	HAZMAT	Wenk Response	Donald Mekeland	763-489-7401	800.368.8831	
	Environment	Hydro Klean	Ryan Blackburn	(515) 283-0500	(515) 208-8822	Environment
	Environment	OSI Environmental Services	Pat Tracey	(800) 777-8542		Environment

MISSISSIPPI

Jackson	HAZMAT	U. S. Environmental Services		(888) 279-9930		Dangerous Goods
	HAZMAT	B&P Enterprises	Chris Thompson	901-833-0839	662.781.2780	Dangerous Goods
	HAZMAT	E3	JT Newman	601-966-6535		Dangerous Goods

OHIO

North Canton	HAZMAT	Sunpro	Dave Estep	(708) 653-2559	800-488-0910	Dangerous Goods
Findlay	HAZMAT	Eagle Environmental Services		(800) 336-0909		Dangerous Goods
Toledo	HAZMAT	EQ Emergency Services	Tom Wildman	(800) 839-3972		Dangerous Goods
	Environment	Environmental Quality (EQ)	Mr. Tom Wildman	(810) 789-7155	(419) 686-0600 (419) 346-0795	Environment
	Environment	Marine Pollution Control	Mr. Jim Kemney	(313) 849-2333	(313) 215-2907	Environment
	Environment	National Vacuum	Mr. Terry Thompson	(800) 839-3975	(814) 756-5889	Environment

PENNSYLVANIA

Washington	HAZMAT	Specialized Professional Services, Inc.	Drew McCarty	(877) 228-7774		Dangerous Goods
	Environment	National Vacuum	Mr. Terry Thompson	(814) 397-0852	(814) 756-5889	Environment
	Environment	McCutchen Enterprises	Mr. Robert Carter	(724) 568-3623		Environment

TENNESSEE

Memphis	HAZMAT	Hepaco	Louis Parini	901-258-0276	800-888-7689	Dangerous Goods
Memphis	HAZMAT	U. S. Environmental Services		(888) 279-9930		Dangerous Goods
Memphis	HAZMAT	B&P Enterprises	Chris Thompson	901-833-0839	662.781.2780	Dangerous Goods
	Environment	US Environmental	Jason Suggs	(662) 280-3232	(901) 491-1225	Environment

U.S. SYSTEM

TENNESSEE

Location	Contractor Specialty	Company Name	Contact	Phone #	Other Phone #	Internal CN Source
	Environment	Hulcher Services	Mike Renfro	(800) 637-5471	(662) 890-5440 (901) 619-6494	Environment
	Environment	HEPACO	Chris Kelly	(800) 888-7689	(901) 345-6333 (901) 483-3404	Environment
	Environment	EMR	Glen Wadford	(866) 549-0469	(901) 375-0469 (901) 590-7460	Environment

TEXAS

Fort Worth	HAZMAT	Specialized Response Solutions	Bobby Breed	(877) 506-0025		Dangerous Goods
Houston	HAZMAT	U. S. Environmental Services	Chip Day	(888) 279-9930		Dangerous Goods

WISCONSIN

Chicago	HAZMAT	SUNPRO	Dave Estep	(708) 653-2559	800-488-0910	Dangerous Goods
Milwaukee	HAZMAT	SET Environmental	Tony Houdyshell	414-761-9316	877-437-7455	Dangerous Goods
Wisconsin	Environment	Chief Industrial Services	Steve Sternard	(920) 582-7596		Environment
Northern Wisconsin	Environment	Hydro Klean	Ryan Blackburn	(515) 283-0500	(515) 208-8822	Environment

ALL SOUTHERN REGION – VARIOUS LOCATIONS

All States	Air Monitoring / HAZMAT	GHD Services Inc	Dyron Hamlin	501-224-1926	866-812-9565	Dangerous Goods
All States	Air Monitoring / HAZMAT	CTEH	Cory Davis	501-258-7881	866-869-2834	Dangerous Goods

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In case of an Emergency contact the CN Police Communication Center at:

1-800-465-9239