

CERCA Communiqué

The official newsletter of the Canadian Emergency Response Contractors' Alliance

Who Are You Working For?

by Bill Preece
Contrans Corp.

My employer is a large Canadian trucking firm. Actually, we are a holding company that owns 13 or so trucking companies. Our 1,200 highway trucks will travel more than 100 million miles this year.

Over the course of any given month there will be several reportable incidents both in Canada as well as in the United States that will require a professional spill contractor to address environmental damage. Usually the fluids contained by the truck's operating systems (fuel, lubricating oil and antifreeze) as well as general debris are the most common contaminants that require clean up. Cargo loss involving dangerous goods or hazardous materials is also a concern but does not happen as often as a plain old leaking radiator, crushed oil pan or ruptured fuel tank.

Like most other large transportation companies we hire emergency response contractors that have the ability to address almost any spill. Most of these contractors offer excellent services that could not be duplicated by any "in house" team that we could ever hope to assemble. The critical training, equipment availability, geographical location and around-the-clock service is essential. The only problem with this service is that it's often very expensive in comparison to the same tasks that can be planned locally, a few weeks in advance. The only cost that could be more expensive would be the cost of not doing the clean-up correctly the first time.

The relative high cost of the clean-up service has the unique ability to attract the attention of every "morning after incident commander" (MAIC) known in the trucking industry. These individuals (MAICs) often have a point regardless of how annoying their perspective can be on the individuals that actually attended the incident either personally or via telephone at the time the incident was actually going.

The following summaries are taken from real case histories involving the trucks operated by some of the Contrans Corp. entities.

Two for the Price of One

On a winters day in eastern Canada a class 8 tractor with a 48-foot van trailer (first truck) lost traction on a slippery stretch of road. The driver slowed the rig down but still failed to make a simple bend on the isolated highway. The driver was able to exit the vehicle with his cell phone after sending a satellite message to his dispatcher. The truck was still upright and running but would require a heavy recovery unit.

As the driver stood on the side of the road a second tractor trailer unit suffered the same fate on the slippery road. The second unit could not slow down and slid squarely into the first truck causing



significant damage and bursting both fuel saddle tanks and the oil of the first truck.

The operations staff had dispatched one heavy recovery unit when the call came advising of the second collision. A spill team was sent as well as an insurance adjuster to document the site.

As the spill team proceeded to recover the lost diesel, oil and antifreeze from the crash scene an official arrived on site to recover the second truck. This official requested procedures from the spill team that were beyond the agreed scope of work between the first truck and their contracted clean-up crew. Since no leaks were detected from the second truck the clean-up crew was working to recover the fluids of the first truck only but not the additional requests of the seconds trucks company.

At the time of billing, the clean-up company invoiced the first truck for the agreed work as well as the additional truck that was requested by the official managing the second truck. The first truck company refused payment for the additional work done by the clean-up crews at the request of the second truck official.

The notes made by the Morning After Incident Commander were, "Do these people know who their working for?"

Let's Write our Thesis

In autumn in the not so distant past there were three loaded B-Train units travelling in a convoy in a Canadian Maritime province. As the three units were labouring up a long steep grade the rear driver noticed smoke or steam billowing out from underneath the middle unit. All three trucks stopped on the wide shoulder to inspect the steam or smoke. The discharge was quickly determined to be smoke and the drivers each ran for their fire extinguishers and tools

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Editorial Information

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

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

Editor

Lyle Clouatre
 Envirotec Services Incorporated
 lclouatre@envirotec.ca

CERCA Electorates (2005)

Chair

Mark Jasper
 Echelon Response and Training Inc.
 mark.jasper@echelonresponse.com

Vice-Chair

Bob Goodfellow
 PSC Emergency Response
 BGoodfellow@contactpsc.com

Secretary

Art Vesterfelt
 C.N. Rail
 art.vesterfelt@cn.ca

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to disconnect the batteries of the burning unit. A flame sprang out near the battery box and the three fire extinguishers could not stop the blaze. Fire crews arrived to find a badly burned tractor with no hood, wires or firewall remaining. Most tires, the bunk and the trailers were still intact.

Diesel fuel was still present in the tanks at a lesser volume than before the fire.

RCMP reports indicate that the fire was extinguished by the local fire service, that the unit required towing, there were no personal injuries and that no environmental restoration was required except the removal of the detritus caused by the fire.

The charged tractor was towed, the two remaining trucks continued on their route and a replacement tractor was sent to pick up the B-Train trailers of the burned unit. A local spill crew was sent to remove the debris caused by the fire.

The next week a request arrived from the local clean-up company requesting existing records of site condition for the site of the highway fire. The clean-up crew has recovered the debris, taken

background soil samples and excavated what was expected to be the limits of the contamination from the fire incident. The records of the existing site condition as well as the recent background tests would determine if the contaminants from the fire had been removed. Monitoring wells could provide insight into the possibility of negative groundwater impact.

The company that owned the truck requested that the clean-up crews immediately stop the site activities and report on the costs to date and share the lab results obtained. The information received indicated:

- The sample taken from the source of the contaminants passed the local site restoration guidelines before the clean-up process had started.
- The background sample was more contaminated than most samples from the "recovery area".
- 100 tonnes of aggregate had been removed from the shoulder of the highway as part of the ongoing site restoration.

Follow-up conversations with the clean-up crew and the local provincial environment, transport and labour ministries indicated that the clean-up crews were attempting to obtain a record of site condition certificate that is usually intended for contaminated real-estate. The request for the existing records of site conditions was part of the site decommissioning process.

The task envisioned from the trucking company involved the removal of debris remaining from the fire, removed of the stained highway shoulder gravel and some confirming samples indicating that the site was acceptable to regulators. Perhaps a five-thousand dollar job site. The clean-up crews perceived that a large company would want to limit any future liability by following provincial site decontamination guidelines and applying for a "certificate" from the province illustrating the completeness of the clean-up.



Photo Courtesy of Envirotec Services Inc.

The MAIC on this job rambled on for days with insulting comments (justly deserved) for both the clean-up crews and the operations staff that hired the clean-up crew and failed to monitor their

progress. The clean-up crews spill invoice was more expensive than the replacement of the burned Peterbilt. The MAIC summarized his frustration by claiming that what started as a landscaping job ended with the clean-up crew creating an environmental thesis on his dollar. Once again the comment, "who did these people think they were working for?"

Photo Courtesy of Envirotec Services Inc.



Betterment is a Bad Word

Two tractor trailer units traveling through a small town having just loaded their cargo and on their way to the open road. Both trucks were very clean, shining with loaded chrome. The drivers had a great pride in the work they were performing. They had both recently completed a spill and incident reporting course at the insistence of their shipper. Both units were equipped with basic spill kits.

With no warning, one of the aluminium straps broke away from the frame rail and let one end of the fuel tank drop to the road way. The other end was still held in place by the remaining strap and the fuel lines. The driver of the damaged unit heard the *clunk* noise of the dropping fuel tank; the other driver saw the incident and notified his friend by radio of the damage. Both units made the first exit into a parking lot.

A survey of the damage revealed that the bolt holding the strap assembly had broken and dropped the loaded fuel tank. Both drivers agreed that if they could prop the fuel tank back into position a new bolt would fix the damage. The tools were assembled and some lumber from a dumpster was employed as a lever. As the tank was raised one of the fuel lines was pinched and started to leak the fuel from the line. The drivers quickly installed the new bolt and deployed the spill pads and socks that were part of the spill kit.

The store keeper that used the parking area came out to see what the large trucks were doing in his parking lot that was usually used for cars. The leak was visible and the shop keeper was angry. The drivers stopped the leak with the putty from the spill kit but the shop keeper was insistent that the parking area be cleaned and that the spill pads and socks not be dumped into his dumpster. The truck drivers called to report their event. A local spill clean-up crew was

dispatched to relieve the concern of the shop keeper. The two truck drivers spent the waiting time making certain that the repair was satisfactory and that the fuel system was roadworthy with the broken fuel line shut off.

The spill contractor arrived with a drum to collect the used pads and socks. The stained parking area was small and not in sound shape with many cracks. A cleaning solution was used on the parking area, then dried with absorbent and swept into a drum. The shop keeper was still not pleased. The spill supervisor advised the shop keeper that he could return with an excavator and remove the asphalt and the diesel fuel that had likely entered into the cracks and replace the pavement with new asphalt. It was explained to the shopkeeper that this was the only way to be certain that the diesel fuel was properly recovered. This plan was not accepted by the trucking company that operated the truck that caused the spill.

Insurance adjusters and lawyers were called. Threats were made to call newspapers. When the MAIC was advised that the clean-up crew proposed to the shop keeper to replace his parking lot his comments were, "Who do these people think they are working for?"

Most people reading these stories will think that these event summaries are all one sided. That they only portray one side of actual events and that there is probably much more to the stories that have been told. These thoughts are all true. But the issue remains, how does the customer get the feeling that the sub-contractor is not working directly for him? Why does the customer feel that the sub-contractor is, perhaps, working in the best interests of others? Does the answer lie with the lack of training that the customer has provided his staff in how to properly execute the services of a spill contractor? Could the answer lie with the sales training provided to the professional spill companies?

Just thinking out loud ...

Bill Preece is the Director of Business Development, Regulated Materials for Contrans Corp. in Woodstock, Ontario. Bill is also a member of the Canadian Trucking Alliance. bpreece@contrans.ca

Is CERCA For You?

The Canadian Emergency Response Contractors' Alliance (CERCA) is the first alliance of its kind in North America. CERCA is a Canadian initiative comprised of not only emergency response contractors from across the country, but industry stakeholders and governmental agencies as well.

Members are on the front line of emerging regulations and policies, new response techniques, and development of a nationally recognized emergency response network.

For more information regarding CERCA membership, visit our website:


www.ccpa.ca/english/position/transport/index.html

HAZMAT CALENDAR

January 1 to June 1, 2006

January 19, 2006	Transporting Infectious Substances Workshop	Philadelphia, PA
January 26-26, 2006	ECO Canada Conference	Toronto, ON
February 15-17, 2006	Fire Asian 2006 Exhibition and Conference	Hong Kong, HK
March 29-21, 2006	Globe 2006	Vancouver, BC
April 24-26, 2006	Fire-Rescue Med 2006 Conference	Las Vegas, NV
April 25-26, 2006	CERCA Operating Committee Meeting	Saskatoon, SK
May 1-2, 2006	Canadian Environmental Conference and Tradeshow	Toronto, ON
May 1-3, 2006	IAPA Health and Safety 2006 Conference and Trade Show	Toronto, ON
May 13-18, 2006	AIHA 2006 – American Industrial Hygiene Conference and Exposition	Chicago, IL
May 16-18, 2006	Bureau of Explosives (BOE) Seminar	Dallas, TX
June 1-4, 2006	2006 International Hazardous Materials Response Teams Conference	Hunt Valley, MD
June 4-8, 2006	National Fire Protection Association World Safety Conference & Exposition 2006	Orlando, FL


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July 2006




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For more information, please visit
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ARNIE GESS 877-534-7285 • (403) 932-0983 | E-mail: arniegess@exposition.com
LEE BAKER 888-253-1718 • (416) 398-2786 | E-mail: leebaker@exposition.com
ISAAC COMANDANTE (403) 279-9211 | E-mail: evolutioninc@telus.net



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Andy Ash
Manager, Dangerous Goods
Operations and Regulatory Affairs, RAC
Toronto
Tel. 905-953-8991
Cell. 905-609-2996
e-mail andya@railcan.ca

J.P. Couture
Specialist, Transportation of Dangerous Goods, RAC
Montreal
Tel. 450-473-4459
Cell. 514-891-8935
e-mail jeanpc@railcan.ca

John Lewis
Specialist, Transportation of Dangerous Goods, RAC
Calgary
Tel. 403-295-3843
Cell. 403-862-1641
e-mail johnl@railcan.ca

CERCA UPDATE



Attendance at the CERCA meeting in Sarnia, Ontario last October was excellent. A variety of agenda items were discussed and brought to resolution. Some of the highlights from the meeting are as follows:

Patrick Knight (CEDA), heading up a sub-committee for marine emergency response, brought forward recommendations to adopt a marine module into the overall CERCA verification process. The recommendations were unanimously accepted by the Operating Committee.

Kathleen Corriviau (Transport Canada) provided an update on the CBRN (Chemical, Biological, Radiological and Nuclear) Response Program in respect to contractor liability protection, training, CRTI Proposal, and provided insight on the program's current and on-going activities.

Andy Ash (RAC), who has been leading the verification team, provided an update of verified contractors. In total, 13 verifications were slated for verification this year and, as of October, ten have been completed with three yet to be completed. Andy also proposed that CERCA members partake in a rail emergency response training course at TTCI, Pueblo, Colorado. The refresher course is intended to be custom tailored for the Canadian emergency response industry.

As part of a regularly scheduled agenda item, Louis Leferriere (CCPA) provided an update on TEAP activities.

Bill Preece (Contrans Corp.) introduced Barrie Montague of the Ontario Trucking Association who provided a presentation on the Canadian Trucking Alliance.

Curtis Myson (Eveready) introduced Lee Baker, program coordinator for the Canadian Industrial Emergency Conference and Expo, who provided a presentation on the upcoming event which is scheduled July 5 and 6th in Calgary, Alberta.

Ernie Wong of Imperial Oil was an honorary guest of the meeting and generously offered the committee a tour of the Transportation Emergency Response Centre (TERC) in Sarnia.

The marketing and promotion of CERCA was the source of extensive discussion. Development of a bi-annual newsletter, an improved website and revised promotional brochure were some of the ideas tabled. A decision was reached to inaugurate a new Communications Officer position within the Operating Committee to oversee the marketing and promotion directive for CERCA.

CERCA will be developing a new web site slated for launch in late 2006. Currently, the CCPA is hosting CERCA's *Canadian Emergency Response Contractors Guide* which details contractor surveys and other verification information. Due to the growth of CERCA membership and an ever increasing requirement for site management, the committee proposed and agreed to create its own site.

An election was held for executive positions (every two years) including the new Communications Officer position. Congratulations to the following on their elected appointments: Bob Goodfellow (PSC) – Chair, Patrick Knight (CEDA) – Vice-Chair, Mark Jasper (Echelon) – Secretary, and Lyle Clouatre (Envirotec) – Communications Officer. CERCA would like to thank both past and present electorates for their time and dedication.

The next scheduled meeting will be hosted by Envirotec Services Incorporated in Saskatoon, Saskatchewan on April 25 and 26, 2006.

CERCA Fall Meeting Sarnia, Ontario – October 6-7, 2005

Hosted By:
Randy Badiuk – Harold Marcus Ltd.
Todd Davidson – Environmental Services
Mark Jasper – Echelon Response and Training Inc.

Committee Attendees:
Andy Ash – Rail Association of Canada
Randy Badiuk – Harold Marcus Inc.
Kevin Bates – Saskferco (Canadian Fertilizer Institute)
Lyle Clouatre – Envirotec Services Incorporated
Kathleen Corriveau – Environment Canada (CBRN)
Todd Davidson – Environmental Services
Bob Goodfellow – Philip Services Corp. (PSC)
Bill Hay – Canadian Pacific Railway
Mark Jasper – Echelon Response and Training Inc.
Gary Kielty – Fielding Chemical Technologies Inc.
Patrick Knight – CEDA Emergency Response
Louis Leferrière – Canadian Chemical Producers' Association (CCPA)
Richard Lefebvre – Drain-All Ltd.
Phil Linder – Quantum Environmental Group
Jean-Claude Morin – RSR Environnement Inc.
Curtis Myson – Eveready Industrial
Mark Nadeau – Shield Specialized Emergency Response Inc.
Bill Preece – Contrans Corp. (Canadian Trucking Alliance)
Al Read – Petro-Canada (Canadian Petroleum Producers' Institute)
Don Schuilenberg – Fortress Emergency Services
Scott Christon – Hulcher Services Inc.
Art Vesterfelt – CN Rail.

CERCA MEMBERS

CONTRACTOR MEMBERS

BC	CEDA Emergency Response	1564 Booth Avenue Coquitlam, British Columbia V3K 1B8 www.cedagroup.com	Patrick Knight Tel. (604) 540-4100 Fax. (604) 540-4200 Emergency Tel.: 1-888-793-2378
Alberta	ECL Group of Companies Ltd.	7100 – 44 th Street S.E. Calgary, Alberta T2C 2V7 www.eclgroup.com	Gail Sharko Tel. (403) 660-0107 Fax. (403) 720-5060 Emergency Tel.: 1-800-661-9497
	Eveready Emergency Response Team	15715 – 121 A Avenue Edmonton, Alberta T5V 1B1 www.evereadyindustrial.com	Curtis Myson Tel. (780) 451-6969 Fax. (780) 451-6990 Emergency Tel.: 1-888-734-8324
	Shield Specialized Emergency Services Inc.	No. 100, 2257 Premier Way Sherwood Park, Alberta T8H 2M8 www.shieldspecialized.com	Mark Nadeau Tel. (780) 416-6082 Fax. (780) 416-6084 Emergency Tel.: 1-866-334-1290
Saskatchewan Manitoba	Envirotec Services Incorporated	804 – 46 th Street East Saskatoon, Saskatchewan S7K 3V7 www.envirotec.ca	Lyle Clouatre Tel. (306) 244-9500 Fax. (306) 244-9501 Emergency Tel.: 1-877-244-9500
	Euroway Industrial Service Co. Ltd.	245 Transport Road, P.O. Box 4, Group 525 Winnipeg, Manitoba R2C 2Z2	Gary Mittermayr Tel. (204) 661-0500 Fax. (204) 661-3933 Emergency Tel.: (204) 661-0500
	Miller Environmental Corporation	55 Trottier Bay Winnipeg, Manitoba R3T 3R3 www.millerenvironmental.mb.ca	Dave Howes Tel. (204) 925-9600 Fax. (204) 925-9601 Emergency Tel.: (204) 957-6327
Ontario	Drain-All Ltd.	1611 Liverpool Court Ottawa, Ontario K1B 4L1 www.drain-alltd.com	Richard Lefebvre Tel. (613) 739-1070 Fax. (613) 741-3153 Emergency Tel.: 1-800-265-3868
	Echelon Response and Training Inc.	No. 4, 10 Kenmore Avenue Stoney Creek, Ontario L8E 5N1 www.echelonresponse.com	Mark Jasper Tel. (905) 388-4444 Fax. (905) 643-3106 Emergency Tel.: 1-877-378-7745
	Environmental Services Inc.	22153 County Road No. 5, RR3 Tilbury, Ontario N0P 2L0	Todd Davidson Tel. (519) 682-2903 Fax. (519) 682-0503 Emergency Tel.: 1-800-682-2900
	Fielding Chemical Technologies Inc.	3575 Mavis Road Mississauga, Ontario L5C 1T7 www.fieldchem.com	Gary Kieley Tel. (905) 281-4089 Fax. (905) 281-4657 Emergency Tel.: 1-866-336-3822
	Harold Marcus Limited	15124 Longwoods Road Bothwell, Ontario N0P 1C0 www.haroldmarcus.com	Randy Badiuk Tel. (519) 695-3734 Fax. (519) 695-2249 Emergency Tel.: 1-800-265-9426
	Hulcher Services Inc.	333A Humberline Drive Rexdale, Ontario M9W 5X3 www.hulcher.com	Scott Christon Tel. (416) 675-0565 Fax. (416) 675-0567 Emergency Tel.: 1-800-637-5471
	Philip Services Corporation	52 Imperial Street Hamilton, Ontario L8L 4E3 www.contactpsc.com	Bob Goodfellow Tel. (905) 314-5130 Fax. (905) 549-4515 Emergency Tel.: 1-800-567-7455
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	Quebec	Onyx Industries	1705 – 3 rd Avenue Montreal, Quebec H1B 5M9 www.onyx-canada.com
RSR Environnement		405 Hervé St. Amable, Quebec J0L 1N0 www.rsenvironnement.com	Jean-Claude Morin Tel. (450) 922-3330 Fax. (450) 922-8034 Emergency Tel.: 1-888-922-3330
Newfoundland New Brunswick Nova Scotia	Clean-Harbors Canada Inc.	640 McElmon Road Delbert, Nova Scotia B0M 1G0 www.cleanharbors.com	Tel. (902) 662-3336
	RST Industries	485 McAllister Drive Saint John, New Brunswick E2L 4H6 www.rsttransport.com	Earle Nickerson Tel. (506) 634-4257 Fax. (506) 632-4713 Emergency Tel.: 1-877-624-8800
	SERVCO Environment Inc.	472 Logy Bay Road St. John's, Newfoundland A1A 5C6 www.servco.nf.net	Deanne Cheeke Tel. (709) 722-4475 Fax. (709) 722-2219 Emergency Tel.: 1-800-668-9498

ASSOCIATION MEMBERS

Canadian Chemical Producers' Association (CCPA)	Suite 805, 350 Sparks Street Ottawa, Ontario K1R 7S8 www.ccpa.ca	Louis Laferrière Tel. (613) 237-6215 Ext. 247 Fax. (613) 237-4061
Canadian Fertilizer Institute (CFI)	350 Sparks Street Ottawa, Ontario K1R 7S8 www.cfi.ca	Kevin Bates Saskferco Products Inc. Tel. (306) 345-4200 Fax. (306) 345-2353
Canadian Petroleum Producers' Institute (CPPI)	1000 – 275 Slater Street Ottawa, Ontario K1P 5H9 www.cppei.ca	Al Read Petro-Canada Tel. (905) 469-3753 Fax. (905) 469-3760
Canadian Trucking Alliance (CTA)	130 Slater Street Ottawa, Ontario K1P 6E2 www.cantruck.com	Bill Preece Contrans Corp. Tel. (519) 4214-3300 Fax. (519) 421-3399
Chemical Association of Chemical Distributors (CACD)	Suite 301, 627 Lyons Lane Oakville, Ontario L6J 5Z7 www.cacd.ca	Cathy Campbell and Greg Ayres Tel. (905) 844-9140 Fax. (905) 844-5706
Eastern Canadian Response Corporation Ltd. (ECRC)	Suite 1201, 275 Slater Street Ottawa, Ontario K1P 5H9 www.ecrc.ca	Paul Pouliotte Tel. (613) 230-7369 Fax. (613) 230-7344
Rail Association of Canada (RAC)	Suite 1401, 99 Bank Street Ottawa, Ontario K1P 6B9 www.railcan.ca	Andy Ash Tel. (613) 567-8591 Fax. (613) 567-6726

CORPORATE MEMBERS

CN Rail	935 de La Gauchetiere Street West Montreal, Quebec H3B 2M9 www.cn.ca	Art Vesterfelt Tel. (905) 669-3030 Fax. (905) 669-3281
Canadian Pacific Railway	401 – 9 th Avenue S.W. Calgary, Alberta T2P 4Z4 www.cpr.ca	Bill Hay Tel. (403) 319-6141 Fax. (403) 319-3883

EX-OFFICIO MEMBERS

Environment Canada	70 Cremazie Street Gatineau, Quebec K1A 0H3 www.ec.gc.ca	Stéphane Leblanc Tel. (819) 953-8257 Fax. (819) 953-5361
Transport Canada (CANUTEC)	Tower C, Place de Ville, 330 Sparks Street Ottawa, Ontario K1A 0N5 www.tc.gc.ca	Michel Cloutier Tel. (613) 947-5052 Fax. (613) 954-5101
Transport Canada (CBRN)	Tower C, Place de Ville, 330 Sparks Street Ottawa, Ontario K1A 0N5 www.tc.gc.ca	Kathleen Corriveau Tel. (613) 998-6276 Fax. (613) 952-1340