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A Change in Direction: Emergency Response & Climate Change



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CONTENTS

TABLE OF



CERCA'S WORD

07 A Message from the Chair

ON THE COVER

08 A Change in Direction: Emergency Response & Climate Change

FEATURES

12 The Future of Full-Scale Exercises: Combining Virtual & In-Person Participation

16 Keeping Canadians Safe: Getting Dangerous Goods from Point A to Point B

CERCA SERVING YOU

24 Meet CERCA's Contractor Members

29 Membership Application

UPCOMING EVENT

32 Mark Your Calendars: CERCA's Semi-Annual General Meeting

34 INDEX TO ADVERTISERS

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David Hill
Chair, CERCA

A Message from the Chair



ellow members, colleagues, friends, and associates, we're excited to welcome you to the very first edition of *CERCA: The Responder*, the official publication of the Canadian Emergency Response Contractors'

Alliance (CERCA). Printed twice each year, this publication has been in-the-works for some time now, and we're proud to have the finished product in your hands, whether you're holding a physical copy or scrolling through the digital version on your computer or other hand-held device.

It's hard to believe it's been over 18 months since COVID-19 reared its ugly head and was officially declared a pandemic by the World Health Organization. I think we can all agree it's been an interesting and incredible year-and-a-half. These months are most certainly ones never to be forgotten—nor replicated—and amen to that. As strains of the coronavirus have emerged, and as they'll continue to morph over time, we've all learned to live and conduct business among this virus. With things beginning to normalize over the coming months, we'll continue to adapt and move forward.

As an executive team, we're so pleased and equally proud of our membership and fellow contractors. During this pandemic, you've not only persevered the operating challenges presented during months wrought with uncertainty, but you've been called upon to mitigate emergency responses, as normal, while navigating new, strange, and foreign waters with finesse.

Your ability to adjust and modify your operational capabilities during these past several months has undoubtedly proven the dexterity and professionalism of the Canadian emergency response contractors clear across this great country of ours.

In the months to come, as we move forward in a more opportune operating environment, and with a more open operating ability, we, as an industry, should be proud. The way we've conducted ourselves and served our marketplace—without a missed response, without flaw, and without impact to the pandemic challenges we faced—is inspiring. This level of service should demand applause and gratitude from regulators, clients, and associates, alike. Kudos, colleagues, on a job well-done.

As we all know, we're still far from out-of-the-woods, but with our knowledge of operating in this climate, the future looks very bright for our industry. What challenged us during operations over the last 18 months has truly strengthened our abilities and has had a positive impact on the depth of our leadership and on the agility of the professionals who make up our industry.

With great gratitude, I'd like to thank each and every CERCA contractor member, plus all of our corporate and association members, for supporting and nurturing our operations during these difficult and noteworthy times.

Again, as chair of this incredible association, I thank you all.

With the utmost respect,

David Hill
Chair, CERCA

MEET THE CERCA TEAM

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The Canadian Emergency Response Contractors' Alliance (CERCA) is an industry association comprised of stakeholders from all facets of the Canadian dangerous goods emergency response industry. The mission of CERCA is to foster the establishment of a sound emergency response network in Canada.

A Change in Direction: Emergency Response & Climate Change



As climate change continues to have an impact on our environment, it has created an additional need for preparedness in emergency response. When

disaster strikes—whether it's from wildfire, flooding, high wind, or other unpredictable weather patterns—it's essential members in our industry are trained and equipped to work in these conditions to support their clients. They need to understand the risks and trends associated with climate change, how they're

By Andy Jeves, Vice-Chair, CERCA & National Program Manager, Emergency Services, NUCOR Environmental Solutions Ltd.

affecting the environment we live and work in, and how they're expanding the pressures put on our teams and their industries.

Preventing catastrophic impacts

On average, 8,000 wildfires occur each year in Canada, burning 2.5 million hectares per year. Fire is inevitable, and climate change will make it more common and more dangerous. It only makes sense to plan how we build, work, respond, and live near forests.

Natural Resources Canada estimates that fire protection costs could double in Canada by 2040. As we attempt to keep up with the worsening risk, concentrating firefighting budgets and capacity on wildfires that directly threaten human lives, livelihoods, communities, transportation services, and infrastructure will prevent the most catastrophic impacts. In British Columbia, alone, the 10-year average for area burned is 349,000 hectares; however, 2017 and 2018 each burned



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over 1.2 million hectares. The fires of 2018 (the worst year on record) didn't hit the half-a-million hectares mark until August 16 and 17. This year, British Columbia reached this mark as of August 1, 2021.

Assisting our clients and ourselves

Over the last five years, our clients have asked for more support and more often, from air scrubbing due to fire smoke, to incident command system

(ICS) support, to structure protection, etc. Does this mean we all need start our own fire departments? No. But with the effects of climate change getting stronger, with the length of fire seasons getting longer, and with fires getting hotter and more intense, there are ways we can assist our clients and ourselves.

Logistics, heavy equipment, water hauling, ICS support, and structure protection services are all emergency services required by clients and local governments. Most of these skills fall within the skillsets we use every day; others may need further investment and training. And while these services may not be right or required for every company, when our clients ask for help, it's great for us to be able to say we're ready to offer that help!

Transferring skillsets to responses caused by climate change

ICS was created in the 1970s during wildfires in California. It's a standardized management system designed for effective incident management and is now used widely by fire departments, municipalities, governments, and contractors, to name a few. We use ICS, in some form or another, on every response we go to, and our skillset can be easily transferred to these responses caused by climate change.

In the last year alone, we've responded to multiple situations across Western Canada that we wouldn't have needed to respond to before—flooding, ICS support, and supporting wildfire efforts are all new services requested by our clients.

Making sure you're covered

One thing you may need to consider, as a contractor, is insurance. Insurance companies seem to have become very risk-adverse, and you need to have those important discussions prior to deploying. An insurance provider could ask to review your contracts to determine the liability risk, the scope of services, your operating guidelines, the equipment being used, the operation location, and the manpower experience and / or training. And, keep in mind, this might not be required only for firefighting or protection duties; it could also be required simply for entering a local state of emergency or active fire zone.



Adapting to take on additional tasks

You may come to find that the requests from clients can be outside our normal operating service structure. By being able to adapt, and by working with other partners, we can pivot to take on these tasks.

“With the ever-changing conditions and challenges that the wildfires are presenting, it’s allowed us to adapt our skills in firefighting and HAZMAT to assist in wildland settings,” says Max Thevenot, operations manager at SRS.

“It’s allowed us to provide assistance in structural and asset protection, and we’ve been able to provide trained manpower to assist our clients and the professional wildland firefighters to deliver support where needed,” adds Thevenot.


You may also want to consider expanding your services to cover resources and training. These shouldn’t be things you try to source once the fire season is fully active. These are things best done over the winter season and during early spring to ensure you have everything you need and that you have



all staff trained sufficiently to be ready for the upcoming season.

Unlike most of our regular responses, wildfire deployments will be for a longer duration—usually a week to two—so it’s important to remember and plan for this. These responses will impact your manpower pool. If team members won’t—or can’t—be away from their regular duties or their

family for an extended period of time, they might not be the right fit for this sort of work.

As with everything else we do, getting the right equipment for operations, planning the proper training for your crew, and being prepared for the next call are all things that will enable us to work safely and effectively as we pivot to take on these new challenges. 



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About Us

SRS, a US Ecology company, provides international response services for highly hazardous and volatile events such as train derailments, well and pipeline emergencies, ship fires, over-the-road incidents, industrial fires, clandestine drug labs, and WMD events and drills. Based out of Fort Worth, TX and Calgary, AB (CAN), SRS personnel are renowned for their expertise in managing large scale emergencies involving all classes of hazardous materials and dangerous goods.

SRS personnel maintain either paramedic or EMT certification as well as other certifications that exceed OSHA requirements. Through the association of specialized organizations, institutions, and advocacy groups, SRS personnel maintain current knowledge and skills and continue the lines of communication with other specialists in the industry.

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The Future of Full-Scale Exercises:

Combining Virtual & In-Person Participation



▲ Drone footage from GHD Ltd.'s field deployment. The future of preparedness program drills may require a hybrid format. Exercise facilitators may have to prepare for the participation and evaluation of virtual participants during an in-person exercise.



Like many companies dealing with physical distancing, working from home, and return-to-work issues, you may be considering how to complete your 2021 annual exercise. Equipment deployment drills with internal teams and external contractors are now possible. Large tabletop or full-scale exercises are difficult when there are attendance caps, varying company policies, travel restrictions, and com-

plex approval processes. You'll often hear, "I just can't do another virtual event! We've got to do this in-person." I agree.

By Sarah Hassanally,
Exercise Developer & Facilitator, GHD Ltd.



The mastering of hybrid exercises will translate into real-world skills that can be used to increase capabilities, capacities, and efficiencies during real-world emergency incidents. Hybrid exercises also improve stakeholder involvement in preparedness events.

In-person exercises are the preferred format. However, some of your incident command staff may have to operate remotely for the foreseeable future, and regulators may expect a hybrid incident management format. What does this mean for exercises and facilitators? As an exercise facilitator, you may have to prepare for the participation and evaluation of virtual participants during an in-person exercise. In addition, you may have to consider how to support the interaction between virtual and in-person participants.

Exercises have always been, and always will be, a product of their design, preparation, facilitator talent, and the enthusiasm of participants. In the last year, we've learned that virtual exercises can be a meaningful tool for preparedness programs. Hybrid exercise formats incorporating in-person and virtual participants are more complex than entirely virtual events. I'm here to tell you that a hybrid virtual and in-person format can be highly successful if you invest sufficient time and resources in their planning and design.

The mastering of hybrid exercises will translate into real-world skills that can be used to increase capabilities, capacities, and efficiencies during

real-world emergency incidents. Hybrid exercises also improve stakeholder involvement in preparedness events. Let me share what I've learned.

Design

How do you design a hybrid exercise? Consider the technology you have available and how it can be used effectively. Confirm which participants will be participating virtually and which will be participating in-person and critically consider your available technology. Send out a participant package that includes information on hybrid exercise play and how to prepare for the exercise day.

Participants

Your participant list will likely be determined by your responders and stakeholders. These individuals may include technical advisors, members of your corporate response / crisis management team, contracted responders / consultants, and / or stakeholders from the community and associated regulatory agencies. Consider whether you need municipal or First Nations participation. Confirm who will attend in-person and who will attend virtually. Obtain commitment from virtual participants that their full attention will be given to

the exercise. For example, is a virtual participant planning on observing, or will they be participating as part of the incident management team? Make your expectations clear. You expect more than just logging onto the call. Virtual participants must participate fully.

Exercise play

Consider how you will fill visual voids and artificialities, both in-person and virtually, so that scenario details are not left to interpretation. Anticipate participant questions and be able to produce information on incident drivers that will be needed in exercise play, like spill delineation and extent. If you can, source incident details from recent events or field deployment drills for your exercise. You may be able to source media footage and visual aids to communicate your story. Consider how your virtual participants will be able to see and hear the exercise discussion. Consider what virtual participants don't need to see in detail but may wish to refer to during the exercise such as available forms, situation status, a room webcam, or interaction with a facilitator.

Can you use live or pre-filmed drone footage? Will you be able to film exercise players speaking in formal meetings to

provide supporting visual content for the virtual environment? Will virtual participants be able to hear all in-person participants? Will the video footage quality be high-resolution enough so as not to be distracting? Where will in-person exercise players be situated in the room when they can interact with virtual participants?

How will you check-in with virtual participants to ensure they're participating in exercise play? You also must understand how best to interact with in-person players. Do you need an additional facilitator participating virtually to create a better interface between virtual and in-person exercise play? How will you test your design ahead of time or evaluate the design's effectiveness on the day of the event?

Evaluation plan

When you have a draft exercise design, consider your evaluation plan. What do you need to observe or collect to confirm participants have completed an objective? Can players present over a webcam? Submit a document? Post to a

chat? Share their screen? Upload documents into a virtual environment? Add to a shared common operational picture platform? Or even collaborate on shared Incident Command System forms?

Ensure you're not inadvertently evaluating participants on their ability to use technology as opposed to your planned exercise objectives. Alternatively, you may wish to evaluate your team's use of technology. If so, make that clear and offer support before the exercise day through training and opportunities for time in the hybrid environment.

Technology

Now that you have a draft exercise design, here's the only part that is truly new: How are you going to communicate where and how participants are to show up to successfully take part in the exercise? Sketch out the requirements. Make a schedule. Who needs to be where, and when? Use your ICS 230 – Daily Meeting Schedule. Do you have virtual meeting rooms set up ahead of time for in-person and virtual participants to have

section meetings, or will they set them up themselves? Be clear on how participants will collaborate and what their deliverables are; whether collaboration will be in the form of additional meetings, through people calling each other, or through the completion of shared documents.

You'll also need to consider the technology skills of your exercise participants. Do you need an additional facilitator within the in-person exercise room to provide updates on exercise play and take pictures and / or video to post into the virtual environment?

Success and constant improvement

After the exercise, ask for feedback through e-mail, formal participant forms, or a survey. Ensure you have an exercise record, including an after-action report and improvement plan. Do you need to capture the exercise chats and posted materials? Do this, and you will have successfully completed your exercise to the satisfaction of both in-person and virtual participants.

Good luck, and happy exercising! ➤



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FIRST RESPONDER TRAINING & RESOURCES

A man with a shaved head and a goatee is wearing a white N95 respirator mask. He is wearing a dark blue t-shirt and has his arms crossed. The background is a blurred industrial or workshop setting with warm lighting. The text is overlaid on the right side of the image.

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Keeping Canadians Safe:

Getting Dangerous Goods from Point A to Point B



ail is the backbone of Canada's economy. Every year, rail moves over 100-million passengers and more than 360-million tonnes of freight.

Of that traffic, approximately 12 per cent represents a wide assortment of dangerous goods such as essential chemicals and petroleum products, the vast majority of which arrive from shipper to destination without incident 99.99 per cent of the time.

That is not to say, however, that the system is perfect. According to the Transportation Safety Board of Canada,

By Paul Adair, CERCA: The Responder Staff

accidents in 2020 were down by 23 per cent compared to the previous year. Accidents involving dangerous goods were also down from 2019 and were well below the 10-year average. In 2020, three accidents resulted in a dangerous goods release, compared to eight in 2019 and a 10-year average of four. These numbers are in line with trending data collected over the last decade that has seen the dangerous goods accident rate decrease by 31 per cent.

"There is a tremendous amount of dangerous goods shipped across Canada today, and the only time people are

really aware of this is when an incident occurs," says Andy Ash, director of dangerous goods at the Railway Association of Canada (RAC). "If nothing happens, it doesn't make the news, and we are okay with that. All we want is to move from A to B, and then on to C incident-free because that means the general public is safe and our customers are kept happy."

Well-trained and ready to mobilize

For more than 20 years, the RAC and its members have been committed to developing and maintaining



◀ Each year, RAC conducts two, 40-hour sessions of its Railway Emergency Response Course at the Justice Institute of British Columbia.

▼ Training with mock incidents and field exercises test overall preparedness and capabilities.

industry best practices and to ensuring Canadian railways act in concert and are properly trained under current Transportation of Dangerous Goods (TDG) regulations. The RAC dangerous goods team has been involved in training and educating over 17,000 first responders in that period.

With that said, dangerous goods—no matter the type of container they're shipped in—have a desire to escape, and there are several challenges that impact emergency response efforts along Canada's vast rail network: harsh weather conditions, the many different kinds of dangerous goods being shipped, or fact that incidents can happen in remote locations without road accessibility.

Fortunately, Canada's emergency response teams are well-trained, maintained, and prepared to handle a wide range of rail emergencies, wherever or whenever they may occur.

"Our Canadian Emergency Response Contractors' Alliance (CERCA) members may be out there on the 'tip of the spear' when it comes to dealing with an incident,

Continued on page 20



▶ RAC's annual, hands-on program at JIBC is geared toward emergency contractors, railway members, and first responders across Canada.



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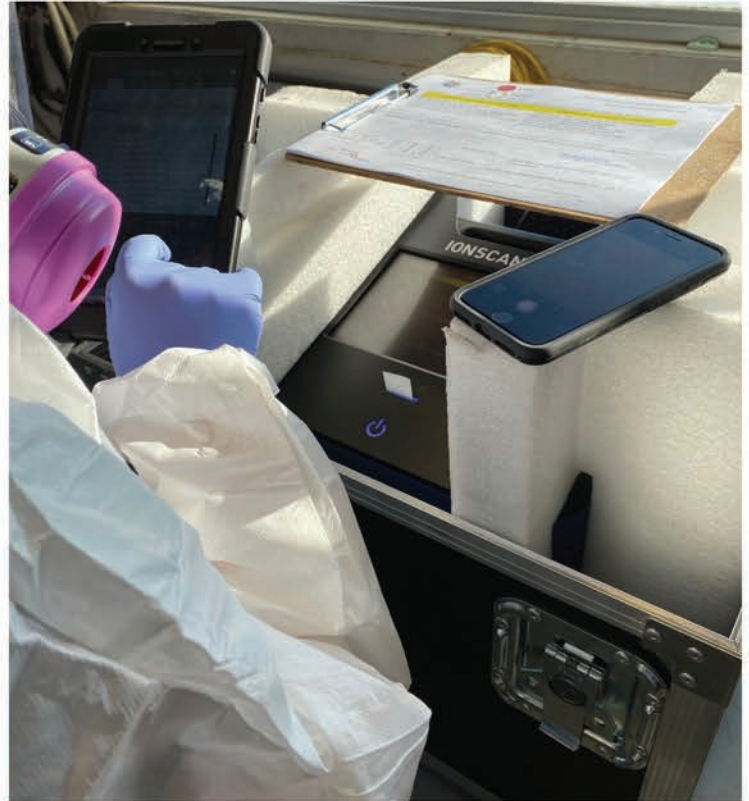
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"We expect proper performance when we get on-site, and you can't have people wandering around aimlessly. Everyone needs to know their role...all of this takes hard work and pre-planning. We can never become complacent."



WORKING TO KEEP CANADIANS SAFE

Did you know that of the hundreds of thousands of dangerous goods carloads that move by train each year, 99.99 per cent reach their destination without a release caused by an accident?

That's an impressive safety record that our industry is working hard to maintain and the RAC's Dangerous Goods (DG) Team has been helping to ensure that Canada's railways can meet the challenges of handling and transporting dangerous goods for over 20 years.

The team members, stationed at strategic points across Canada, are specialists with emergency response, technical and regulatory experience, as well as extensive knowledge of tank car design, construction and damage assessment. They are on-call 24 hours a day, seven days a week, to assist in the case of an emergency.

By sharing information on the goods moving through communities, and training emergency responders on how to deal with potential incidents through specialized courses and the Transportation Community Awareness and Emergency Response (TRANSCAER®) initiative, the DG Team assists RAC members and communities to prepare for any transportation incidents that may occur.

For more information on the services provided by RAC's DG Team, please contact the team member in your area:

Andy Ash Director, Dangerous Goods (Toronto) (905) 953-8991	Jean-Pierre Couture Transportation of Dangerous Goods Specialist (Montreal) (450) 473-4459	Curtis Myson Transportation of Dangerous Goods Specialist (Edmonton) (780) 992-8417
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Continued from page 17

but there are lots of other people involved in emergency response, and we all need to be able to work together toward the common goal of the safe transportation of dangerous goods," says Ash.

"We have to be able to coordinate with emergency response contractors, shippers, dangerous goods manufacturers, and the local fire, police, and paramedic services, as well as Transport Canada and the Transportation Safety Board, which are responsible for regulating and investigating dangerous goods incidents. We're all one big, happy family, but—like all families—we have to make sure we constantly communicate with each other."

Training is everything

To maintain a high level of readiness in the case of a dangerous goods incident, RAC invests heavily in education and training, working with its partners (like CERCA) on mock incidents and field exercises to test overall preparedness and capabilities. RAC also conducts two, 40-hour sessions of its Railway Emergency Response Course each year at the Justice Institute of British Columbia. The hands-on program is geared toward emergency contractors, railway members, and first responders across Canada and teaches them what to expect once they arrive at a dangerous goods incident on a railway property.

"Training is everything," says Ash. "We have to ensure our contractors are prepared and equipped to respond to any kind of incident related to the many dangerous goods we ship," he says. "We expect proper performance when we get on-site, and you can't have people wandering around aimlessly. Everyone needs to know their role and what's expected of them. And all of this takes hard work and pre-planning. We can never become complacent."

Reducing the chance of disaster

While tragic, the Lac-Mégantic rail disaster in Quebec in 2013 helped bring about important changes to Canadian rail regulations. These changes have significantly improved safety, including the introduction of the more robust TC-117 Tank Cars for

flammable liquids, which have become the standard for most flammable liquid service across North America. RAC has also collaborated with dangerous goods shippers to reduce the number of non-accidental releases, or leaking rail cars, from shipper sites and was instrumental in developing the Ask-Rail mobile app to provide emergency responders with real-time information about railcar contents.

"The railways also work very extensively with Transport Canada in helping to draft legislation, which is constantly changing regulations through various amendments to make rail safer," says Ash.

"As new equipment, techniques, and regulations are introduced, RAC will keep its partners up-to-speed with what's happening across our industry to ensure a more successful railway emergency response—one where nobody is injured, where there is no impact to the environment, and where the dangerous goods stay within the railcar."



▲ The yearly exercise teaches participants what to expect once they arrive at a dangerous goods incident on a railway property.



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Meet CERCA's Contractor Members

From all facets of the Canadian dangerous goods emergency response industry, the contractor members of the Canadian Emergency Response Contractors' Alliance comprise a sound emergency response network in Canada. Learn more about the teams offering emergency response services across our country.



ACCUWORX INC.

Logan Barrett

Head Office: 220 Superior Boulevard
Mississauga, ON L5T 2L2

Tel: (416) 410-7405

Emergency Tel: (877) 898-7222

<http://www.accuworx.ca>

lbarrett@accuworx.ca

About: Clients rely on ACCUWORX Inc. to identify the most practical and efficient methods to manage, mitigate, and remediate hazardous releases to both land and water, including train derailments, trailer rollovers, fuel spills, and chemical spills. The team evaluates each specific situation before providing an appropriate course of action to contain the site. To any hazardous release, ACCUWORX can deploy a team of experienced, NFPA 472 hazardous materials technicians equipped with the proper tools and personal protective equipment. The company is TEAP III verified, and its technicians are crude oil spill response specialists with advanced tank car training and have SVOP and MED-A3 training for marine responses.



DRAIN-ALL

Bob Goodfellow

Head Office: 3385 Hawthorne Road
Ottawa, ON K1B 42

Tel: (800) 265-3868

Emergency Tel: (613) 739-1070

<http://www.drainall.com>

bob.goodfellow@drainall.com

About: Drain-All has more than 35 years' experience providing emergency response services for industrial, utilities, municipal, institutional, commercial, and residential customers. Drain-All has the competencies, capability, and specialized equipment to contain and manage spills after mishaps and accidents. Drain-All's emergency response technicians are highly trained and equipped to safely manage emergency incidents of all kinds, including emergency situations in which petroleum products, chemicals, and hazardous or non-hazardous materials have been released.



GFL ENVIRONMENTAL

East: David Hill

Head Office: 500 – 100 New Park Place
Vaughan, ON L4K 0H9

Tel: (905) 326-0101, ext. 60307

Emergency Tel: (416) 458-9096

<http://gflenv.com>

david.hill@gflenv.com

West: Shaune Zeleny

Saskatoon, SK

Tel: (306) 244-9500

Emergency Tel: (844) 757-7455 (SK-SPILL)

szeleny@gflenv.com

Manitoba: Allan Winkler

Winnipeg, MB

Tel: (204) 228-5920

Emergency Tel: (877) 244-9500

awinkler@gflenv.com

Alberta: Dave Zukowsky

Edmonton, AB

Tel: (780) 237-7995

Emergency Tel: (877) 244-9500

dzukowsky@gflenv.com

About: GFL Environmental's highly trained personnel and specialized equipment stand ready for immediate deployment to an incident scene to assist customers and other response organizations with technical and tactical response operations. For incidents involving road, rail or air transport, inland water bodies, or fixed facilities, GFL's emergency response teams can assess any situation and coordinate with others to deliver an efficient and effective course of action. GFL Environmental's primary emergency response locations and emergency response support network are strategically located to expand service capacity across North America. Services vary by location.



HAROLD MARCUS LTD.

Kyle Campbell
 Head Office: 15124 Longwoods Road
 Bothwell, ON NOP 1C0
 Tel: (519) 695-3734
 Emergency Tel: (800) 265-9426
<http://haroldmarcus.com>
kyle@haroldmarcus.com

About: With years of experience handling hazardous materials in the oil, gas, and chemical industries, Harold Marcus Ltd.'s emergency response spill team has responded to hazardous and non-hazardous incidents, from tank truck rollovers, in-plant incidents, marine and waterway spills, to train derailments, chemical attacks, and other unique emergencies. From initial containment, to reclamation, to final remediation, the team works closely with various ministries and government agencies on behalf of its clients.



NUCOR ENVIRONMENTAL SOLUTIONS LTD.

Andy Jeves
 Head Office: 2 – 5250 185A Street
 Surrey, BC V3S 7A4
 Tel: (604) 910-6796
 Emergency Tel: (844) 542-9628
<http://www.nucorenv.ca>
andyj@nucorenv.ca

About: NUCOR Environmental Solutions' emergency response team is highly trained, equipped and meets or exceeds all relevant regulatory standards. The personnel have the ability to rapidly deploy to a wide variety of environmental emergencies and all classes of dangerous goods, like bio-hazard response, confined space rescue, hazardous material response, industrial fire-fighting and wildland fire protection, land spill response, rail response, safety training and consulting, and water spill response. With office located throughout western Canada, the team also provides safety training and consulting to a wide range of industries.



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QM

Mike Heeringa
 Head Office: 4 – 10 Kenmore Avenue
 Stoney Creek, ON L8E 5N1
 Tel: (647) 329-1034
 Emergency Tel: (877) 378-7745
<http://www.qmenv.com>
michael.heeringa@qmenv.com

About: The QM emergency response team specializes in the safe management of contaminated materials, whether it's a chemical or fuel spill, a tanker rollover, a train derailment, or the release of toxins into soil or water. The team can quickly contain the site, assess the damage, and develop a plan to safely mitigate and dispose of hazardous materials. It also draws on other QM divisions for soil and water remediation, hazardous materials abatement, and demolition / decommissioning to handle the most complex incidents.



RAPID RESPONSE INDUSTRIAL GROUP

Don Schuilenberg
 Head Office: 397 – 52458 RR 223
 Sherwood Park, AB T8A 5V1
 Tel: (780) 922-0811
 Emergency Tel: (844) 774-4911
<https://rapidresponseind.com>
don@rapidresponseind.com

About: Rapid Response Industrial Group provides 24/7 HAZMAT emergency response to road, rail, fixed facility, and government agencies. The emergency response team has access to private charter flights to quickly contain the site, assess all damage, and develop a sound action plan to safely mitigate spills, releases, pandemic outbreak, pipeline release, or motor vehicle accidents. Rapid Response also provides waste disposal options and a one-stop-shop for all your HAZMAT needs.



RST

Shawn Reilly
 Head Office: 485 McAllister Drive
 Saint John, NB E2L 4H6
 Tel: (506) 634-2329
 Emergency Tel: (877) 624-8800
<http://www.rsttransport.com>
reilly.shawn@rsttransport.com

About: RST's experienced team has prepared and trained to be ready should a hazardous or non-hazardous material be unintentionally released. With years of extensive experience in mitigating both hazardous and non-hazardous product releases, the team has will respond quickly and efficiently throughout Atlantic Canada. RST's emergency response services team is available 24/7 through its Emergency Call Centre.



SPARTAN RESPONSE

Kevin Wallace
 Head Office: 11 – 41 Brockley Drive
 Hamilton, ON L8E 3C3
 Tel: (905) 573-1010
 Emergency Tel: (833) 573-1010
<https://spartanresponse.com>
kwallace@spartanresponse.com

About: Spartan Response has become an emerging leader in emergency spill response, confined space, high angle rope access, industrial cleaning, hydro-vac truck and waste disposal, HAZMAT decontamination, worksite safety and NFPA training, equipment sales, and engineering. Spartan's service capabilities provide streamlined project coordination, rapid field response, and cost efficiencies executed by a highly qualified field operations team. Spartan offers both scheduled and 24/7/365 emergency response services and is committed to regulatory compliance, ongoing technical skills and competency training, and the acquisition of equipment.



SRS

Max Thevenot
Head Office: 235090 Wrangler Drive
Rocky View County, AB T1X 0K3
Tel: (403) 919-0441
Emergency Tel: (844) 577-4766
<https://www.usecology.com/service/high-hazard-and-rail-response-srs>
max.thevenot@usecology.com

About: SRS, a US Ecology company, provides international response services for highly hazardous and volatile events such as train derailments, well and pipeline emergencies, ship fires, over-the-road incidents, industrial fires, clandestine drug labs and WMD events and drills. SRS personnel are renowned for their expertise in managing large-scale emergencies involving all classes of hazardous materials and dangerous goods.



TERRAPURE

John Stull
Head Office: 52 Imperial Street
Hamilton, ON L8L 4E3
Tel: (905) 548-5895
Emergency Tel: (800) 567-7455
<http://www.terrapureenv.com>
jstull@terrapureenv.com

About: Terrapure's team responds to environmental and transportation-related emergencies around the clock, across Canada, and is equipped with the latest cleaning, spill containment, and air monitoring equipment for the reliable and safe handling of almost any type of material, in almost any type of incident. A GFL company, Terrapure maintains a Canadian network of qualified responders, technicians, safety professionals, hazardous waste experts, and other specialized resources. The emergency response team, which offers spill containment and clean-up and on-call service, performs services in accordance with federal, provincial, and local regulations regarding the removal, storage, handling, and disposal of all released materials.



TERVITA

Troy Kizmann
Head Office: 13511 Vulcan Way
Richmond, BC V6V 1K4
Tel: (604) 214-7000
Emergency Tel: (800) 327-7455
<http://www.tervita.com>
tkizmann@tervita.com

About: Tervita's HAZMAT and spill response team responds to chemical, biological, radiological, and nuclear incidents and provides containment, neutralization, and clean-up for hazardous and non-hazardous waste. Tervita also offers confined space entry and rescue; emergency response training; chemical segregation and lab packing; remediation, demolition, and abatement; and waste management, transportation, and disposal. From industrial spills / leaks, train derailments, and fire or flood clean-up, to aircraft or marine incidents, motor vehicle accidents, material reactions, and more, Tervita's responders handle incidents requiring Level A through Level D personal protective equipment and provide services from assessment and clean-up to waste disposal and site remediation.



US ECOLOGY

Pete Hennin
Head Office: 22153 King and Whittle Road
Tilbury, ON NOP 2L0
Tel: (519) 809-5701
Emergency Tel: (888) 682-2900
<https://www.usecology.com>
pete.hennin@usecology.ca

About: US Ecology maintains a constant state of readiness with certified experts and specialized equipment, providing unmatched 24/7/365 response coverage across North America for public agencies and private sector clients in the transportation, chemical, manufacturing, oil and gas, retail, and insurance industries. With fully integrated services, US Ecology offers convenience and reduced risk as your single trusted partner, working together with you every step of the way, from initial mobilization through final closeout. The team offers fast, effective, and compliant services to minimize the environmental and operational impact, with rapid response and containment, on-site clean-up and remediation, waste profiling and analysis, waste transportation, treatment, and disposal, and closeout and reporting.

TEAP III ASSESSMENT NOTICE

Due to the COVID-19 pandemic, the TEAP III assessment program was temporarily paused. As a result, Transportation Emergency Response Service Providers (TERSPs) scheduled for an on-site assessment in 2020 were delayed. The TEAP III assessment program resumed virtually in November 2020.

Any TERSPs whose certificate expired during this time will continue to be recognized as a registered TEAP III Transportation Emergency Response Service Provider while they are waiting to be assessed.

To obtain a letter of extension recognizing the extended validity for your TEAP III certificate, please contact Kristina Adler, transportation policy and program officer, CIAC, at kadler@canadianchemistry.ca, or Dave Hill, CERCA chair, at david.hill@gflenv.com.

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EMERGENCY RESPONSE SERVICES

Our team is highly trained, equipped and meets or exceeds all relevant regulatory standards. Nucor Environmental Solutions' Emergency Response team has the ability to rapidly deploy to a wide variety of environmental emergencies and all classes of dangerous goods, such as:

- » Land Spill Response
- » On Water Response
- » Rail Response
- » Biohazard
- » Confined Space Rescue
- » Hazardous Materials Clean-Up
- » Industrial Fire Fighting
- » Structure Protection
- » Safety Training & Consulting

Our offices are located throughout western Canada and strategically located to offer coverage to major transportation corridors including road and rail. Our fully stocked trailers are ready to respond to any hazardous material incident.

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Company Name	_____	Address	_____
Contact Name	_____	Telephone No.	_____
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Contact Email	_____	24 Hr / Toll Free No.	_____
Additional Location	<input type="checkbox"/> Yes <input type="checkbox"/> No	Address	_____
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Contact Title	_____	Facsimile No.	_____
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WE ARE CANADA'S EMERGENCY SERVICE PROVIDERS

The **Canadian Emergency Response Contractors' Alliance (CERCA)** was founded in 1997 and is Canada's only national network of for-hire emergency response service providers. Members of CERCA enjoy the following key benefits:

ADVOCACY – CERCA advances the role of emergency response service providers by advocating for the highest possible industry standards, the proper recognition of emergency response training and accreditation, fair and practical business regulations, and the benefits of using CERCA Verified Contractors and other member service providers. On major issues affecting the emergency response industry, CERCA gathers all available information, formulates a credible position and acts to bring the industry together to speak as one voice. This gives all emergency response service providers across Canada stronger representation on major issues.

VERIFICATION – Emergency response contractors are verified for emergency response services based on the contractor's claimed capability. A Verification Team, comprised of a minimum of two people (preferably one shipper and one carrier) with emergency response experience, visits the contractor's site to review documentation and view equipment. The full verification report is published on the CERCA website for existing and prospective clients to review.

INDUSTRY, PUBLIC SAFETY AND ENVIRONMENTAL PROTECTION AGENCY RELATIONS – CERCA is represented by nationally and internationally-recognized industry partners such as: the Chemistry Industry Association of Canada (CIAC), Canadian Association of Chemical Distributors (CACD), the Canadian Petroleum Products Institute (CPPI), the Canadian Trucking Alliance (CTA), the Railway Association of Canada (RAC), and the Canadian Fertilizer Institute (CFI). CN Rail, Canadian Pacific Railway, and Transport Canada are active and ex-officio members of CERCA. Members have direct access to 'network' with and discuss business opportunities directly with the decision makers within these organizations.

BUSINESS SUPPORT AND DEVELOPMENT – CERCA gathers and disseminates valuable business information to its members in a timely and effective manner. Bi-annual meetings offer networking and showcasing opportunities. CERCA invites guest speakers to operating committee meetings and investigates cost items that might affect all members.

CERCA: THE RESPONDER – CERCA distributes a bi-annual magazine to thousands of key decision-makers throughout North America. The educational publication is filled with exclusive advertising opportunities and the latest industry updates from leading industry professionals.

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ORGANIZATIONAL BACKGROUND

Please enter a brief organizational background and what, in your opinion, would be the mutual benefit provided to and from your organization. Also include your geographical coverage area(s).

APPLICATION STATEMENT AND FEES

I hereby submit this application for membership with CERCA. I understand that submitting the application does not guarantee acceptance, further verification is required as well as Operational Committee approval, which will begin upon acceptance of this application.

APPLICATION TYPE **Contractor Service Provider / Corporate Member – Annual Fees \$1,500.00 per year**
Primary emergency response / remediation companies
Corporate entities with a vested interest in emergency response
Engineering and Consulting Companies

PAYMENT TYPE / AUTHORIZATION ☐ Cheque ☐ Electronic Funds Transfer (EFT) ☐ Other (specify)
Once application is reviewed and approved, Vendor members will be invoiced the annual fee

Printed Name _____

Signature _____

Position / Title _____

Date _____

APPLICATION REQUIREMENTS:

1. Must have a 24 Hour activation number in Canada, (provide on page 1 of this application)
2. Canadian Street Address _____
Address _____
Telephone No. _____
Facsimile No. _____
3. Be able to provide verification of good standing with provincial worker's compensation board ☐ Yes ☐ No
4. To comply with Items 1-3 above, personnel and response equipment must reside in Canada ☐ Yes ☐ No
5. A minimum of two Team Leaders must be current on all elements of the *Training Matrix* ☐ Yes ☐ No
6. A minimum of two team members (excluding team leaders) must be current on all training requirements ☐ Yes ☐ No
7. 100% compliant with the *Basic Equipment List* ☐ Yes ☐ No
8. Can provide verification of \$5,000,000 of both Commercial Liability and Environmental Impairment Coverage ☐ Yes ☐ No
9. 100% compliant with the *Specialty Equipment* list if the commodity is identified in the Capability Chart ☐ Yes ☐ No

The contractor confirms that all information provided in this application to be correct and agrees that upon verification, should any of these conditions be found to be provided erroneously the application will be considered null and void.

Printed Name _____

Date _____

Signature _____

TRANSPORTATION EMERGENCY RESPONSE SERVICE PROVIDER (TERSP) STANDARD

The purpose of training guidelines is to establish criteria for on scene transportation emergency response personnel – Team Leaders and team members. As there are no agencies or documents that state an exact schedule for re-training, TERSPs under TEAP III are expected to meet this guideline whether in-house, for hire or mutual aid. CERCA is adopting the TEAP III requirements in the verification process.

Attendance at training sessions for individuals can be waived, provided that the demonstrated capability is documented. That is, the person responsible for training and the individual has provided written (signed) documentation that the capability has been demonstrated.

The training matrix does not include support personnel and Incident Commanders. The Incident Commander role is not fulfilled by a transportation emergency response service provider. In all cases, the TERSP works under the auspices of the responsible party or regulatory authorities (municipal, provincial or federal).

- Team Leaders: Trained to technician level as per NFPA 472
1. Responsible for selection of personnel and appropriate equipment for the response
 2. Complete and implement the site safety plan for the response team in conjunction with Incident Command.

Team members: Trained to the operations level as per NFPA 472.

Completed application forms can be mailed to the Canadian Emergency Response Contractors' Alliance

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Rapid Response..... 18-19

Fertilizer S.A.F.E. Program

Fertilizer Canada 23

Fire Investigations, Environmental & Catastrophe Response

EFI Global – Canada..... 27

First Responder Training & Resources

CN..... 14

HAZMAT Emergency Response Training

CP – Canadian Pacific 3

HAZMAT Equipment & Supplies

Hamisco Industrial Sales, Inc. 6

WFR Wholesale Fire
& Rescue Ltd. 22

HAZMAT Rental Equipment

Maxim Environmental
& Safety, Inc..... 31

High-Hazard Emergency Response & Firefighting

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Industrial Laundry Machines

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NUCOR Environmental
Solutions Ltd. 27, 28

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CERCA: The Responder will be published ahead
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