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THE

# RESPONDER

THE OFFICIAL PUBLICATION OF THE CANADIAN EMERGENCY RESPONSE CONTRACTORS' ALLIANCE

## Canada's Emerging HNS Framework:

Where Policy  
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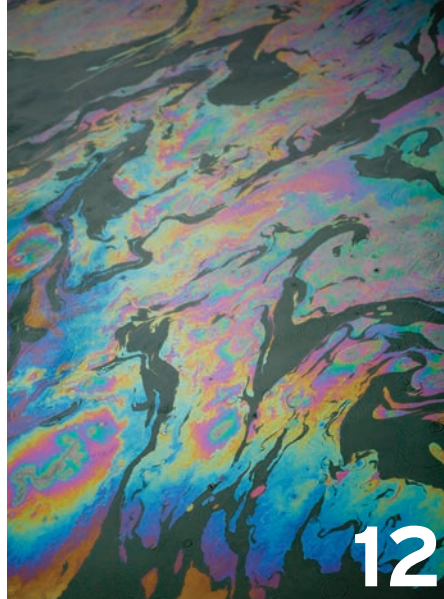
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**On the Cover:** For years, Canada's national marine preparedness has primarily focused on oil spills. However, Hazardous and Noxious Substances (HNS) are increasingly moving through Canadian ports, requiring a different mix of skills, equipment, and partnerships from those responding to HNS incidents.

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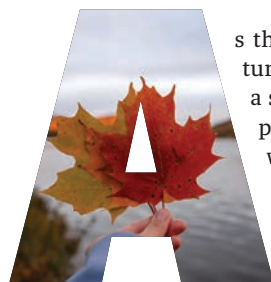
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# A Message from the Chair



As the year begins its final turn, we find ourselves in a season of reflection and preparation. It's a time when our work – often carried out quietly, under challenging conditions – comes into sharper focus.

It's also a reminder of why *The Responder* exists: to connect, to inform, and to ensure that knowledge flows freely among those who stand ready when it matters most.

This edition's theme follows Hazardous and Noxious Substances (HNS) in Canadian waters, which speaks directly to an evolving challenge. For decades, our national marine preparedness has centered on oil spills. That experience – shaped by countless training evolutions and real-world incidents, from coastal containment operations to high-profile shipping casualties – has given us strong foundations. But the landscape is changing. The cargoes moving through our ports today are more varied, and with them comes a wider range of hazards – chemicals, liquefied gases, and other HNS materials that require a different mix of skills, equipment, and partnerships. These pages bring together the expertise, case studies, and perspectives that can help all of us meet that challenge.

Our upcoming semi-annual meeting in Dartmouth, Nova Scotia, will carry these discussions into the field, with practical demonstrations, facility tours, and opportunities to learn directly from those on the front lines. Yet *The Responder* ensures that the insights don't end when the meeting adjourns. Whether you're on the water, in a command post, or managing operations in an industrial setting, the voices in this issue are here to offer new ideas, practical tools, and hard-earned lessons you can adapt to your own circumstances.

## An ever-evolving industry

History has shown that this adaptability is more than theory; it is in our DNA. From coordinated responses to major rail incidents in the Prairies, to large-scale marine recoveries on both coasts, Canadian Emergency Response Contractor's

Canadian Emergency Response Contractor's Alliance (CERCA) members have repeatedly demonstrated the ability to meet the moment with professionalism, ingenuity, and speed.

Alliance (CERCA) members have repeatedly demonstrated the ability to meet the moment with professionalism, ingenuity, and speed. These experiences have shaped our collective knowledge and continue to inform how we prepare for emerging threats such as HNS.

*The Responder* plays a vital role in that readiness. It is more than a record of our activities – it's a living forum where innovations are shared, lessons are passed forward, and ideas are tested against real-world experience. It bridges the gap between disciplines, connecting marine, rail, road, and industrial responders in ways that strengthen our collective capability. It also serves as an enduring resource, and articles written today may guide future responders years from now when similar challenges arise.

To everyone who contributed to this edition – thank you. Your willingness to share your expertise ensures that the knowledge within these pages doesn't just inform; it equips and empowers.

As you read this issue, I encourage you to think about how these stories apply to your own work. Maybe it's a method you can integrate into training, an approach that sharpens your team's readiness, or simply a fresh perspective that sparks discussion. Every action taken from shared insight brings us closer to our shared goal: safeguarding people, the environment, and the industries that sustain our communities.

Thank you for your dedication to CERCA and to the essential work of environmental emergency response. I look forward to the conversations this edition will inspire and to the continued growth of our shared expertise.





# Canada's Emerging HNS Framework: Where Policy Meets Practice

By Paul Adair, Staff Writer



he volumes of Hazardous and Noxious Substances (HNS) being transported through Canadian waters are increasing, and with that growth comes a need for a dedicated national

framework. Transport Canada, through the Oceans Protection Plan, is leading that effort. As those plans take shape, the capabilities of the Canadian Emergency Response Contractors' Alliance (CERCA) align almost perfectly with what the country needs to make the system work in the real world.

## Why HNS demands special attention

The phrase 'Hazardous and Noxious Substances' covers a vast range of products – from industrial chemicals to liquefied gases to corrosive solids. What unites them is their potential to cause harm to people, the environment, and local economies if they are released into the marine environment.

Unlike oil, however, HNS can behave in radically different ways once spilled: some evaporate quickly, some dissolve in water, some sink to the seabed, and others react dangerously with water or other chemicals.

Responding to these incidents isn't simply a matter of scaling up oil spill tactics. It requires an understanding of chemical behaviours, specialized detection and containment equipment, and trained personnel

## NUMBER OF SHIPS CARRYING HNS WORLDWIDE IS GROWING



who can work safely under hazardous conditions. This is why the federal government is pursuing an HNS framework distinct from the oil spill regime, while still drawing lessons from its structure and successes.

## Building a national response framework

The proposed HNS framework rests on three familiar but challenging pillars: prevention, preparedness and response, and liability and compensation.

- 1. Prevention** focuses on reducing the chance of a release in the first place – through vessel safety measures, traffic management, crew training, and adherence to international maritime codes, such as the International Maritime Dangerous Goods Code.
- 2. Preparedness and response** are where much of the current effort is being directed. At present, Canada does not have a dedicated national HNS response system; incidents have been

managed case by case, often relying on the resources and expertise that happen to be available locally. That approach has worked in smaller incidents, but it leaves gaps in capability and consistency. Transport Canada's plan includes new regulations that would require vessels and handling facilities to maintain HNS-specific response plans. It also envisions a 'response coordinator' role – an on-shore representative who can activate the plan, coordinate with local responders, and act as a single point of contact during an incident.

- 3. Liability and compensation** will be addressed through Canada's ratification of the 2010 IMO HNS Convention. This creates a two-tiered system to ensure that polluters pay for the costs of response, cleanup, and damages. The goal is to provide clarity and fairness in cost recovery while ensuring that resources are available to support a robust response effort.

Graphic courtesy of QM.



### Where CERCA fits in

When you look at Transport Canada's stated objectives for the HNS framework, and then compare them to CERCA's capabilities, the overlaps are striking.

CERCA is already built to deliver many of the capabilities the federal framework will require, and CERCA members are experienced dangerous-goods responders. They bring certified personnel, specialized equipment, and the ability to mobilize across provinces and territories. This is not theoretical capability – these contractors respond to rail, road, industrial, and marine incidents involving hazardous substances every year.

Because CERCA maintains a formal verification process, member contractors are regularly assessed for readiness, training, and equipment standards. That verification is renewed every three years, ensuring ongoing compliance and continuous improvement. This network of proven responders is exactly the kind of infrastructure that a national HNS framework can leverage.

CERCA's strengths are more than technical. With members located in regions from the Pacific to the Atlantic to the Arctic

gateway, the alliance has reach and relationships with local authorities, Indigenous communities, and industry operators. This regional presence is critical for quick deployment and for tailoring response strategies to local conditions and risks.

### Challenges and opportunities

A successful HNS framework will require more than regulations and policy papers. It will need practical capability on the water, in the air, and on shore – delivered consistently and quickly. The challenges are significant: Canada's marine geography is vast, many communities are remote, and some areas have limited or no specialized marine response capacity.


Integrating CERCA into the national HNS structure can help overcome these hurdles. The alliance offers a distributed network of capability, already proven in dangerous-goods emergencies, and adaptable to the complexities of HNS incidents.

The opportunity now is to formalize that integration. This could include placing CERCA members on advisory committees, embedding them in planning and

training exercises, and ensuring that their resources are recognized and activated under the new framework. It also means investing in the growth and modernization of those capabilities – so that when the call comes, the tools and teams are ready.

### Moving forward together

Canada's commitment to a dedicated HNS preparedness and response regime is an important evolution in marine safety. By learning from the oil spill regime and adapting its structures to the unique demands of HNS, the federal government is building a foundation for safer shipping and stronger environmental protection.

For CERCA, the alignment is natural. The alliance's mission, experience, and infrastructure make it an ideal partner in implementing the new framework. As Transport Canada moves from consultation to regulation, and from policy to action, collaboration with CERCA will help ensure that the framework is not just a plan on paper, but a living system – ready to protect Canada's waters, communities, and economy when it's needed most. 



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# HNS in Canadian Waters:

## A Regulatory Perspective on the Rules You Need to Know

By Shawn Barton, Chair, Canadian Emergency Response Contractors' Alliance



Canada's marine safety system was built with oil in mind and, for decades, laws, training programs, and partnerships have been shaped by the need to prevent and respond to oil spills. But the cargo mix moving through Canadian ports has never been more chemically diverse, with Hazardous and Noxious Substances (HNS) now making up

a significant portion of vessel traffic – ranging from bulk liquids and liquefied gases to packaged dangerous goods and harmful substances in containers.

For responders, that means the rule-book is wider than it used to be. HNS incidents bring a variety of risks, and the legal framework governing prevention, preparedness, and response directly affects how those incidents are managed on the water.

### The international foundations

Much of Canada's approach to HNS is shaped by international maritime

conventions. The Oil Pollution Preparedness, Response and Co-operation (OPRC) Convention requires parties to maintain national systems for oil pollution preparedness and response. While it focuses on oil, its principles – planning, exercising, and international cooperation – also guide how Canada deals with harmful substances.

The OPRC-HNS Protocol extends these requirements to HNS specifically. Canada has not yet acceded to the Protocol, but many of its concepts are already being applied in practice. On the liability and compensation side, Canada has ratified the 2010 HNS Protocol, which would create a two-tier international compensation system for HNS spills, although it is not yet in force globally.



## Domestic law: The core rules

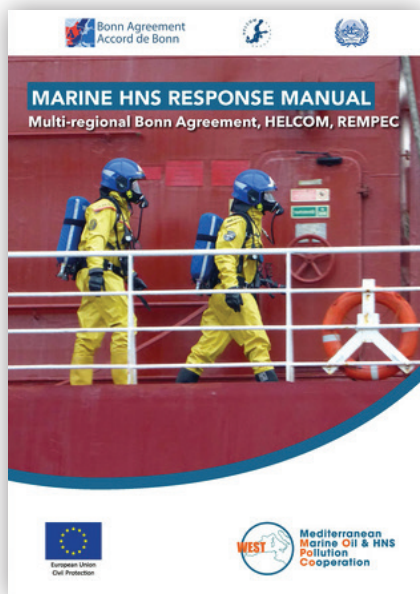
Domestically, the *Canada Shipping Act, 2001* is the cornerstone for regulating marine pollution. It prohibits the discharge of prescribed pollutants, sets out vessel safety requirements, and gives federal authorities the power to direct ships that have discharged (or are at risk of discharging) pollutants.

Transport Canada regulates vessel safety, cargo requirements, and pollution prevention. The Canadian Coast Guard leads operational response at sea, coordinating with other federal departments, provinces, territories, Indigenous communities, port authorities, and industry.

## Preparedness and planning

Ships over certain sizes, and those carrying oil or noxious liquid substances, must have onboard emergency plans and arrangements for pollution response. While these requirements were originally developed with oil in mind, they also apply to HNS. Many operators meet them through contracts with specialized response organizations.

Preparedness extends beyond vessels. Ports, terminals, and certain facilities handling pollutants are expected to maintain their own response plans that integrate with federal arrangements.



## MARPOL implementation

Canada implements the International Maritime Organization's rules through the Vessel Pollution and Dangerous Chemicals Regulations. These cover:

- **Annex II:** Bulk noxious liquid substances (NLS)
- **Annex III:** Harmful substances in packaged form
- **IBC Code:** Chemical tanker design and operation
- **IGC Code:** Gas carrier safety standards

These rules dictate how substances are classified, carried, recorded, and offloaded. For packaged HNS, requirements for segregation, stowage, labeling, and emergency response information come directly from these international standards.

## Dangerous goods law

Many HNS shipments are also classified as "dangerous goods," which brings the Transportation of Dangerous Goods Regulations into play. These rules require proper classification, documentation, marking, placarding, and immediate reporting of releases or anticipated releases.

From a responder's perspective, dangerous goods regulations ensure that shipping documents and Safety Data Sheets are available to guide hazard assessment and protective actions.

## Federal lead on the water

The Canadian Coast Guard is the federal lead for marine pollution incidents, including HNS. Depending on the situation, they may act as Federal Monitoring Officer or On-Scene Commander, ensuring that the polluter takes proper action or, if necessary, taking control of the response.

Within port limits, port authorities have their own emergency procedures, but these integrate with Coast Guard direction. On the open coast and in the Arctic, the Coast Guard's Marine Spills Contingency Plan provides the framework.

If you see or suspect an HNS spill, or a situation where one is likely, you must

report it immediately to the Coast Guard through Marine Communications and Traffic Services. Additional reporting may be required under dangerous goods law or provincial spill legislation.

Federal law requires accurate and timely reporting. It's not just a legal obligation; it's also essential for activating the right resources and ensuring a coordinated response.

## Evolving framework

Canada's approach to HNS preparedness is evolving. Policy work is underway to fully integrate HNS into a national Marine Pollution Preparedness, Response and Recovery framework, which may eventually include specific planning requirements for facilities handling certain HNS cargoes and expanded guidance for shipboard arrangements.

While international treaties move slowly, domestic measures are being strengthened now and building on lessons from the oil spill regime and adapting them to the more complex world of HNS.

## The bottom line

The rules for HNS response in Canada come from a mix of international conventions, domestic marine and dangerous goods laws, and a coordinated federal response system. While the treaty landscape is still evolving, the fundamentals are already in place: plan ahead, report promptly, and work within a unified federal response structure.

The legal framework exists to make sure you have the information, authority, and coordination you need when a hazardous spill happens. And as the cargo mix in Canadian waters continues to diversify, those rules will only become more important for keeping our people, our waters, and our communities safe. ☒

# HNS In Port Response off the Coast of British Columbia

As an active member of the Canadian Emergency Response Contractors' Alliance (CERCA), QM works closely with other trusted response organizations across the country. This affiliation strengthens QM's national capability by providing access to additional resources, expertise, and mutual aid support – ensuring a coordinated, effective response to even the most complex incidents.

## A Significant incident

In late February 2025, QM was called to a British Columbia port following reports of a strong, unfamiliar odour aboard an inbound container vessel. Early indications suggested that two containers – one 20-foot and one 40-foot – holding UN1164 Dimethyl Sulphide were the source.

Dimethyl Sulphide is a flammable liquid with a strong odor and toxic inhalation hazard, and in this case, the containers presented 'Immediately Dangerous to Life and Health' (IDLH) atmospheric conditions, including extremely high volatile organic compounds (VOC), hydrogen sulphide ( $H_2S$ ), and carbon monoxide (CO) readings. Lower Explosive Limit (LEL) measurements inside the containers reached up to 75 per cent, well beyond safe thresholds.

What made this incident unique was the combination of challenges. The location was a live, operational marine environment with multiple other hazardous cargoes nearby. There were two large-volume hazardous and noxious substances (HNS) containers were producing off-gassing in a congested port setting. And the source of the leak was not immediately visible, requiring extended atmospheric monitoring and staged container handling.

## Overcoming challenges

The operational and safety challenges presented by the challenges required innovative solutions to overcome.

*By Troy Kizmann, Director of Operations for Environmental Services, QM Environmental*

**W**ith a history spanning more than four decades, QM Environmental (QM) is one of Canada's leading environmental and industrial services companies

and provides a full range of environmental solutions, including hazardous materials management, emergency spill response, demolition, remediation, and waste management. QM's team of highly trained personnel and specialized equipment allows the company to deliver both planned and emergency services to clients in industries ranging from transportation and manufacturing to energy and government.



Two CERCA members collaborated on a single response  
- combining personnel and equipment to support the  
response where additional support was needed to address  
the complex challenges of the operation.

**Challenge 1:** Monitoring confirmed an IDLH atmosphere and toxic gas concentrations exceeding occupational exposure limits and, in some cases, maxing out instrument sensor ranges.

**Solution:** QM established a 300-metre exclusion zone, enforced PPE protocols – including SCBA (self contained breathing apparatus) and bunker gear – and implemented continuous atmospheric monitoring at multiple distances (10-, 75-, and 150-feet) from the containers.

**Challenge 2:** The Lower and Upper Explosive Limits (LEL) readings inside the containers varied and occasionally exceeded safe action limits, posing a high flammability risk.

**Solution:** Proactively implementing various controls, QM would stop work when LELs hit a prescribed action limit to ensure workers would be working within safe limits at all times.

**Challenge 3:** Because the hazardous cargo was on a vessel and required removal without exposing other workers to risk, maintaining the busy port operations during operations posed a significant challenge.

**Solution:** QM ensured the coordinated safe removal of surrounding containers, trained equipment operators on SCBA use, and created moving exclusion zones during transfers.

**Challenge 4:** There was concern that the drums inside the containers could have been undergoing exothermic reactions or experiencing pressure buildup.

**Solution:** QM made plans to inspect and overpack containers into UN-rated salvage drums for the purposes of transport and disposal.

### Outcome and lessons learned

Through a multi-day, carefully staged operation, the hazardous containers were safely removed from the vessel, isolated


within spill containment systems, and monitored continuously until final handling could take place. Continuous monitoring confirmed that atmospheric conditions outside the exclusion zone remained safe for the surrounding work environment.

This incident was an important opportunity for lessons learned that could be taken to other incidents, such as:

- **Early establishment of large exclusion zones** is critical when atmospheric conditions are initially unknown and potentially IDLH.
- **Multi-agency coordination** – including regulators and technical advisors – ensures that operational decisions are defensible, safe, and compliant.
- **Continuous atmospheric monitoring** is essential not only during initial response but throughout

containment, staging, and handling until the incident is fully resolved.

This incident demonstrated that, with strong hazard controls, disciplined exclusion zone enforcement, and methodical container handling, even high-risk HNS situations in complex marine environments can be managed safely and without incident.

This was also an opportunity to showcase the value of CERCA. Two CERCA members collaborated on a single response – combining personnel and equipment to support the response where additional support was needed to address the complex challenges of the operation. This level of cooperation ensures responses are faster, more coordinated, and better equipped to protect people, the environment, and critical infrastructure. 

*Troy Kizmann is the Director of Operations for Environmental Services at QM Environmental, overseeing our Emergency Response, Industrial Cleaning, Emergency Management, and Environmental Technologies divisions across Canada.*

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# Lakeland Colleges' Emergency Training Centre Prepares the Future of Emergency Response

By Paul Adair, Staff Writer



Whether training on-site or remotely, the Emergency Training Centre (ETC) in Vermillion, Alberta, teaches and practices by its motto,

'Live ready,' and is helping to shape the next generation of Canadian emergency responders.

Established in 1959 as the Alberta Fire Training School and becoming part of Lakeland College in 1998, ETC is one of North America's premier facilities for fire and emergency services education. ETC offers hands-on training in fire-fighting, emergency medical services, and industrial safety, and its state-of-the-art grounds include a burn tower, smoke house, dangerous goods pad, and vehicle extrication props.

## Meeting the demands of industry

From technology to tactics to regulations, emergency response is an industry that is rapidly evolving to meet the growing complexity of hazardous materials incidents. Training and technology come together at ETC to ensure that the Centre remains two steps ahead, and that Canada's first responders are prepared today to face the incidents of tomorrow.

"Take lithium batteries and the emergence of electric vehicles on the road for example; we have to get ahead of that," says Wayne Rose, Section Chief, Business Development and Logistics, Emergency Training Centre at Lakeland College. "It's such a new technology, we need to figure out how to make sure our facility has the props and infrastructure in place to support the right training. Just like in



For nearly 70 years, ETC has been Canada's premier facility for fire and emergency services education. Photos courtesy of Emergency Training Centre.



Lakeland College's ETC is a proud supporter of, and is supported by, CERCA in its efforts to train the future of emergency response.

emergency response, the work we do here at ETC is always evolving."

With a core faculty made of emergency response professionals hailing

from industrial and municipal fire-fighting backgrounds, instructors bring real-world experience and have all worked in leadership roles,



ensuring students are fully prepared for high-stakes situations. ETC also maintains a sizeable pool of instructors who come in to teach from active emergency response departments.

ETC programs also meet and exceed National Fire Protection Association (NFPA) standards and range from a firefighter certification to a bachelor's degree in emergency services. There are two options to receive firefighter certification: a 12-week and a 17-week hybrid, where 12 weeks is online followed by five weeks of practicum. ETC also offers customizable corporate training and distance learning options.

"We primarily provide our students pre-employment training that allows them to go to their next step and gives them an edge when applying for a job within a department," says Rose. "We give graduates the skills they need to be ready to hit the ground running; whether that's as a firefighter or a primary care paramedic."

That said, the integrated training ETC provides does not limit its student to working either as a firefighter or paramedic. The broad nature of ETC programming means that a variety of doors will open to a rewarding career in emergency response.

"Our graduates come out as better, well-rounded responders because of what they learn at ETC," says Rose.

### A win-win relationship

One thing that graduates will need once they receive their training from ETC, is patience. The competition for department-based emergency response – like firefighting – is fierce, and many applicants will wait two to three years before landing a permanent role.

However, while this might seem daunting for potential firefighters, there is a silver lining; especially for members of the Canadian Emergency Response Contractors Association (CERCA), many of which are struggling to find qualified team members to fill roles in their respective companies.

"Here is the potential for a mutually beneficial or symbiotic relationship," says Rose. "If an emergency response contractor at CERCA hired one of our students – even for a couple of years until a department job opened up – they would get a very good and highly trained

emergency response for those years. And the student would get two years of invaluable experience that they could then take into their next career. That is, if they didn't decide to stay where they are. It's a win-win for everyone."

ETC itself is a proud member of CERCA, seeing the association as an incredible resource for networking and building the relationships that keep the emergency response industry more cohesive and coordinated.

"CERCA has been tremendous supporters of the work we do here at the Centre, bringing props for us to use in our training, as well as enhancing their own skill sets and receiving their certifications, so we want to make sure that we're there to support them as well," says Rose. "ETC understands the work that they do is not easy work, and we just want to ensure they are able to receive the training they require to make their jobs and incident response even safer." 📧

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# TRANSCAER's 2025 Highlights and a Look Ahead to 2026

By Kristina Adler, Transportation Policy and Program Officer, Chemistry Industry Association of Canada

What a year it has been for Transportation Community Awareness and Emergency Response (TRANSCAER), with the program achieving significant milestones in its mission to promote transportation of dangerous goods safety and emergency preparedness across Canada.

Through a series of well-attended events in 2025, TRANSCAER brought together first responders, industry representatives, and community leaders to strengthen collaboration and share critical safety knowledge.

One highlight was the launch of the much-anticipated TRANSCAER Safety Train. This innovative, mobile training platform – known as a classroom on wheels – allows participants to engage in hands-on training focused on rail safety, transportation of dangerous goods, and emergency response. The launch event drew strong participation from all stakeholders, all of whom are committed to enhancing preparedness in their communities.

TRANSCAER also hosted multiple outreach sessions throughout the country, which provided valuable opportunities for dialogue, practical learning, and demonstrations to inform communities about the products being moved through their area by road and rail, as well as what measures are in place to ensure their safe transportation. The success of these gatherings underscored the importance of collaboration between industry and local emergency services.

## Making tracks into 2026


As the year draws to a close, planning is already underway for an exciting 2026 schedule. We're already



Industry stakeholders and officials were on hand for the launch and ribbon-cutting of the new and much-anticipated TRANSCAER Safety Train. Photo courtesy of TRANSCAER.

looking forward to the Spring 2026 TRANSCAER Safety Train event in Calgary, Alberta, which is strategically timed to align with the Spring Canadian Emergency Response Contractors' Alliance (CERCA) meeting. This pairing will create a unique opportunity for shared learning and networking.

The Calgary event will feature interactive tours of the Safety Train, hands-on demonstrations, and classroom sessions. By linking the Safety Train's event with the CERCA meeting, we will be able to maximize attendance, promote knowledge exchange, and further strengthen Canada's emergency preparedness network.

With the success of 2025 as a foundation, and an ambitious agenda for 2026, TRANSCAER remains committed to delivering impactful learning opportunities and fostering the partnerships that keep communities safe. 

Kristina Adler is the Transportation Policy and Program Officer for the Chemistry Industry Association of Canada (CIAC). She

supports CIAC's Transportation of Dangerous Goods and transportation safety policy issues and leads the industry's TRANSCAER® outreach initiative.



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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.



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If yes, learn more about the many benefits of CERCA membership at [www.cerca-aceiu.ca](http://www.cerca-aceiu.ca).



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#### QM

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#### SPARTAN RESPONSE

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### We Are Canada's Environmental Emergency Service Providers

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.

There are many ways you can get involved with the organization, whether it's through contractor or corporate membership, as a regulator advisor or associate member, or as a vendor member.

CERCA is proud to provide a network of sound emergency response in Canada. Regardless of the magnitude or complexity of the event you face, CERCA and its members have the experience and resources to get the job done right, 24/7/365.

# The Founding Fathers of Canadian Emergency Response: Louis Marcotte



David Jarrell (left) with Louis Marcotte (right). Photo courtesy of David Jarrell.

*By David Jarrell, Remedial Measures Specialist, Transportation of Dangerous Goods Directorate, Transport Canada*

Louis Marcotte is known in the transportation of dangerous goods (TDG) industry as the person who led Transport Canada's Response Operations and its Emergency

Response Assistance Plan (ERAP) Program after the tragedy of Lac-Mégantic into the safer, more modernized version we see today.

Through his leadership, commitment to safety and recognizing the importance of training in the emergency response field, Louis has had a profound, positive affect on Transport Canada's relationship with

stakeholders, emergency responders, carriers of dangerous goods, and other federal partners. Anyone that has ever been in Louis' presence recognized that he is a hard-working, attention to detail leader who loves working collaboratively and getting to know everyone around him. Louis truly wants to learn from everyone and make them feel comfortable, even if they have just met.

Louis was brought into the federal government as part of Health Canada's



Radiation Protection Bureau, where he was also one of two individuals overseeing Health Canada's CBRNE (Chemical, Biological, Radiological, Nuclear, and Explosives) response program post-9/11. He managed this program until the federal government shifted its mandate on where this equipment should lie. Some went to other federal and municipal partners in the Ottawa area, so – from time to time – he would stop in to ensure it was kept in good stead, especially his former ambulance. His daughters, Roxanne and Marie-Pier, remember how proud he was to drive that ambulance, and that he would even come and pick them up from school in it, just to show it off.

The reduction in his program at Health Canada, along with Transport Canada needing someone with a strong leadership and safety background to manage its Response Operations program and progress it forward into modernity, led to Louis securing the position Chief, Response Operations, a position he holds today.

### Impact on response


Louis has had many profound impacts on Response Operations and its ERAP program throughout his career, but three of the more significant ones include:

- Sitting on the Emergency Response Task Force (ERTF) after Lac-Mégantic, putting into practice its recommendations, and ensuring a smooth transition for stakeholders who now require an ERAP for flammable liquids by rail.
- Creating an online portal for the submission of ERAP applications (ERAP Online Services), thereby streamlining both the submission and review process making it easier.
- Re-committing Transport Canada and its ERAP resources to Canada's CBRNE strategy, ensuring a stronger, more practiced and more robust response to chemical threats.

When Louis retires in April 2026, our industry will lose one of its strongest champions. However, his decade of hard work ensuring the safer

transportation of dangerous goods and improved collaboration between emergency responders means that he is leaving our industry in a much stronger position than when he inherited it.

With his mentorship and his guidance, he has also laid the path so that his successors will be able to continue advancing Transport Canada's Response Operations forward with the same validity and relevance it has gained during his tenure as Chief, Response Operations.

All the best in your retirement Louis! Thank you for your contributions to CERCA and understanding of the important link between Transport Canada and the response community. 

*A graduate of Queen's University in Kingston, Ontario, David Jarrell started dealing with dangerous goods when he worked for Queen's Department of Microbiology and Immunology as a biohazardous waste disposal technician. He is today a Remedial Measures Specialist with Transport Canada.*

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