

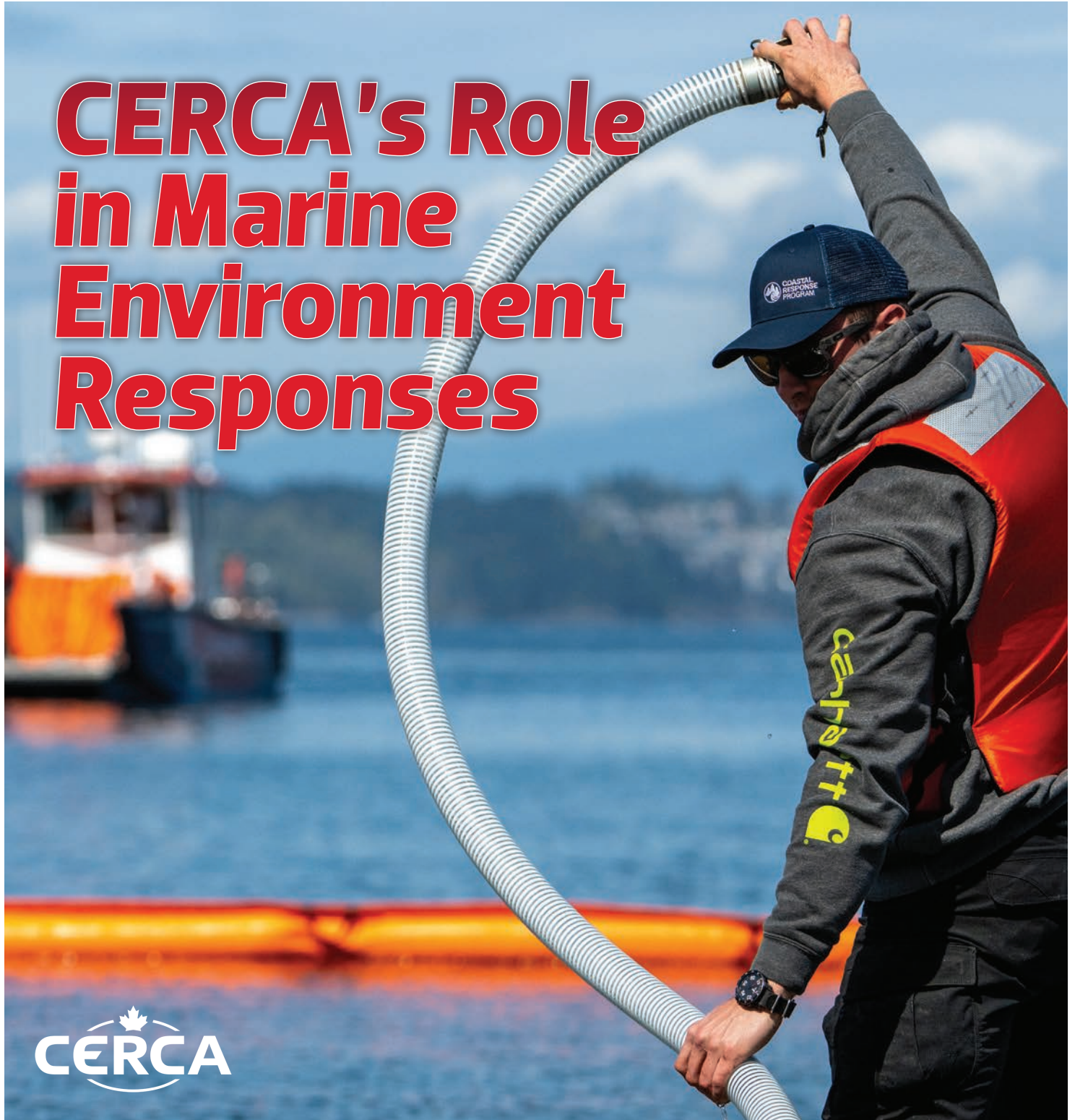
CERCA:

THE

# RESPONDER

THE OFFICIAL PUBLICATION OF THE CANADIAN EMERGENCY RESPONSE CONTRACTORS' ALLIANCE

## **CERCA's Role in Marine Environment Responses**





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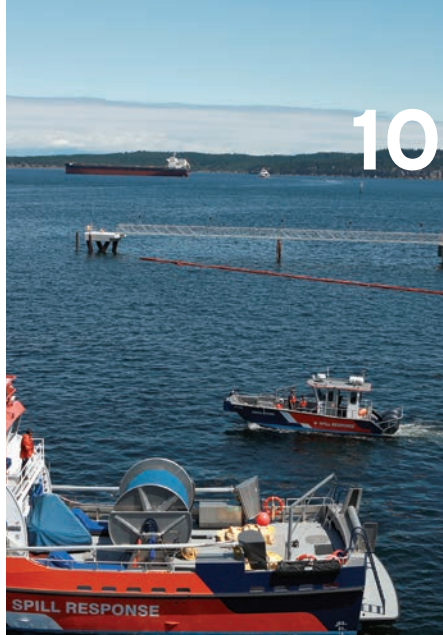


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# CONTENTS

## TABLE OF



### CERCA'S WORD

07 A Message from the Chair

### ON THE COVER

08 CERCA's Role in Marine Environment Responses

### FEATURES

- 10 M/V Maipo River Oil Spill Response in British Columbia
- 12 Fuel Oil Spill Response off Newfoundland's Southern Coast
- 14 West Coast Defenders: Western Canada Marine Response
- 17 TRANSCAER Canada Celebrates 40 Years of Awareness Building

### CERCA SERVING YOU

- 18 Meet CERCA's Contractor Members
- 21 The Founding Fathers of Canadian Emergency Response

### 20 INDEX TO ADVERTISERS



**On the Cover:** With an evolving landscape shaped by both climate and industrial factors, WCMRC helps safeguard the wildlife and communities along Canada's western coastline. Photo courtesy of WCMRC.

SPRING / SUMMER 2025



**CERCA: THE RESPONDER**  
 Published For:  
 Canadian Emergency Response  
 Contractors' Alliance  
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 200-5035 South Service Road  
 Burlington, ON L7L 6M9  
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**Published By:**  
 Matrix Group Publishing Inc.  
 Publication Mail Agreement Number:  
 40609661  
 Return all undeliverable addresses to:  
 309 Youville Street  
 Winnipeg, MB R2H 2S9  
 Toll-Free: (866) 999-1299  
 Toll-Free Fax: (866) 244-2544  
 sales@matrixgroupinc.net  
 www.matrixgroupinc.net

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**Shawn Barton**  
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# A Message from the Chair



As we welcome spring 2025, I reflect on how this past year has been one of significant growth and adaptation for the Canadian Emergency Response Contractors' Alliance (CERCA), and I am proud of the strides we have made together.

Since the fall meeting in Quebec City last year, CERCA has strengthened its network and expanded its reach. The re-election of Andy Jeves as Vice Chair and the election of Jamie MacCorkindale as Secretary mark a continuation of strong leadership at CERCA, and we also acknowledge the contributions of outgoing Secretary John Zaidan, whose years of service have been invaluable.

In early 2025, CERCA launched targeted advertising and outreach campaigns to explore new partnerships and expand resources, enhancing our ability to serve a broader audience. These efforts underscore CERCA's mission to foster a robust emergency response network across Canada, as well as to add even more depth and value to the greater CERCA community.

## Adapting to new challenges

The landscape of emergency response continues to evolve, presenting us with new challenges to overcome. The recent trade tensions between the United States and Canada are likely to significantly impact industrial traffic between the two countries, and an escalating trade war may lead to reduced cross-border shipments as companies seek alternative suppliers or markets. Additionally, ongoing negotiations and potential revisions to the Canada-United States-Mexico (CUSMA) trade agreement could further alter the landscape of industrial traffic between our two nations, which are sure to influence the needs of Canadian industry relating to manufacturing and production volumes, transportation routes, and frequencies of commodities and goods – all of which bring the potential for a need for increased levels of preparedness and response.

CERCA has identified the potential for such shifting demographics and urbanization patterns to affect our approach to emergency management and we stand ready to support

Canadian industry and interests in this evolving space.

CERCA remains at the forefront of addressing these challenges, continuously adapting our strategies and resources to meet the demands of our changing world.

## Looking ahead

As we move forward into 2025, our focus remains on enhancing our collective capabilities through rigorous training and sustainable practices. This year CERCA will be focused on responses to marine ecosystems, and we welcome further collaborations on that front.

To that end we look forward to our 55<sup>th</sup> semi-annual meeting, happening April 8-9, 2025, in beautiful Nanaimo, British Columbia. Here we will kick off the first of two meetings centered around this important sector, hosted by Western Canada Marine Response Corporation's Nanaimo Operations Base.

Then, in fall 2025, we will be having the second of such focused meetings in Dartmouth, Nova Scotia. For more information, or for presentation opportunities please reach out to us at any time through the CERCA executive contacts or through our website, [www.cerca-aceiu.ca](http://www.cerca-aceiu.ca).

## A call to action

To our dedicated emergency response professionals: your unwavering commitment to safeguarding our communities and environment is the backbone of our organization. As we face new challenges, your expertise and adaptability will be more crucial than ever.

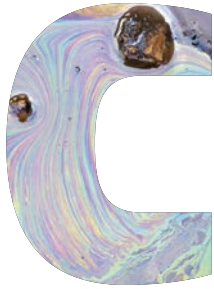
To our industry partners and stakeholders: your continued support and collaboration are essential in our mission to provide and promote a network of sound environmental emergency response service providers in Canada.

Together, we will continue to set new standards for our industry, contributing to a safer and more resilient Canada. I am confident that CERCA will remain at the forefront of innovative, effective, and sustainable emergency response practices.

Thank you for your dedication and trust in CERCA. I look forward to our continued success and the positive impact we will make in the coming year.

# CERCA's Role in Marine Environment Responses

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



Canada's response framework for hazardous materials spills impacting marine environments involves a multi-agency approach guided by federal legislation, international agreements, and provincial coordination.

Key components of Canada's Regulatory Framework include:

- **Transport Canada:** Transport Canada leads the Marine Oil Spill Preparedness and Response Regime, setting guidelines for ship-source spills of oil and hazardous / noxious substances (HNS) and mandates vessel operators and oil-handling facilities to maintain oil spill response plans and contracts with certified Response Organizations (ROs) capable of managing spills up to 10,000 tonnes in Canadian waters south of 60° North latitude. Transport Canada also administers the National Aerial Surveillance Program to monitor vessel compliance and detect spills.
- **Canadian Coast Guard:** As an autonomous, special operating agency within the umbrella of the Department of Fisheries and Oceans, the Canadian Coast Guard (CCG) leads federal efforts to manage ship-source and mystery-source pollution in Canadian waters. As part of Canada's Marine Oil Spill Preparedness and Response Regime, CCG ensures readiness, evaluates pollution reports, and coordinates responses with partners like Transport Canada and Environment Canada. It also oversees industry compliance with the 'polluter pays' principle and intervenes when polluters cannot respond. Using the

Incident Command System, CCG collaborates with other agencies to minimize environmental, economic, and public safety impacts while maintaining robust response capabilities across Canadian jurisdictions.

- **Environment and Climate Change Canada:** Environment and Climate Change Canada (ECCC) provides crucial scientific and technical expertise for marine spill responses through its National Environmental Emergencies Centre. ECCC offers advice on weather, contaminant behavior, cleanup priorities, and ecosystem protection. It also manages the Science Table to ensure science-based decisions and collaborates with the Canadian Coast Guard, which leads operational responses. By coordinating efforts and offering expertise, ECCC plays a vital role in minimizing environmental impacts during marine pollution incidents.
- **Provincial and Territorial Roles:** Provinces enforce pollution control regulations under frameworks, such as Ontario's Environmental Protection Act or Quebec's Environmental Quality Act, which mandate spill reporting, cleanup, and liability for land-based contamination affecting waterways. It is also important to note that federal laws take precedence in navigable waters, while provincial rules address inland contamination sources.

## Canadian response organizations

The Canadian Emergency Response Contractors' Alliance's (CERCA) membership is comprised of Canada's largest pool of industry verified and government certified response organizations, which provide vetted and valuable resources that come into play during water-borne responses to spills and potential spills to Canadian waterways.

These organizations fall onto one of two categories: certified Response Organizations (RO) and CERCA verified contractors.

A certified RO under Transport Canada's definition is a person or body certified by the Minister of Transport to respond to oil spills in a specific geographic area and for a specified quantity of oil. These organizations are private entities specializing in oil spill response, certified every three years by Transport Canada according to requirements set out in the Response Organizations Regulations (ROR) and Response Organization Standards.

Key aspects of certified ROs include:

- **Capability:** They must demonstrate the ability to respond to oil spills of up to 10,000 tonnes within set times and operating environments.
- **Response plans:** ROs must establish a detailed response plan showing they have the minimum required equipment, resources, and procedures to effectively respond to ship-source oil pollution incidents in their areas of responsibility.
- **Responsibilities:** Certified ROs must maintain response capabilities, conduct training, implement exercise programs, and regularly update their response plans.

Proud CERCA members that operate as certified ROs in Canada include:

- **Eastern Canada Response Corporation Ltd. (ECRC-SIMEC):** Provides coverage for navigable waters east of the Rocky Mountains, except for specific areas in New Brunswick and Nova Scotia.
- **Western Canada Marine Response Corporation (WCMRC):** Covers the West Coast of British Columbia.

These ROs are certified by Transport Canada every three years and are required to maintain specific levels of preparedness to respond to oil spills. They must have area-specific response



# HOW CANADA RESPONDS TO SHIP-SOURCE OIL SPILLS



plans and the capacity to respond to spills of up to 10,000 tonnes within prescribed timeframes and operating environments.

A CERCA verified contractor is a member of a national network of for-hire emergency response providers and undergo a rigorous verification process to assess their emergency response capabilities, including:

### Capability assessment

- On-site reviews of documentation and equipment by a verification team.
- Contractors must demonstrate readiness for advertised services, including marine incidents if applicable.
- Biennial vetting ensures compliance with industry standards.

### Compliance standards

- Training aligned with NFPA 472 standards.
- Possession of essential and specialty equipment.
- \$5 million liability and environmental impairment coverage.

### Training requirements

- Team leaders trained to technician level per NFPA 472.
- Team members trained to operations level per NFPA 472.

- Annual training in areas like respiratory protection, chemical protective clothing, and air monitoring.

### Equipment requirements

- Essential equipment includes chemical protective clothing, PPE, and safety gear.
- Specialty equipment for handling chemical or dangerous goods emergencies.

This verification process ensures CERCA Verified Contractors are equipped and trained to effectively respond to hazardous material emergencies and maintain the high standards of public safety and environmental protection.

### Benefits of hiring CERCA verified contractors

Commitment to Excellence: CERCA promotes the highest industry standards in emergency response services, ensuring top-tier professionalism and expertise.

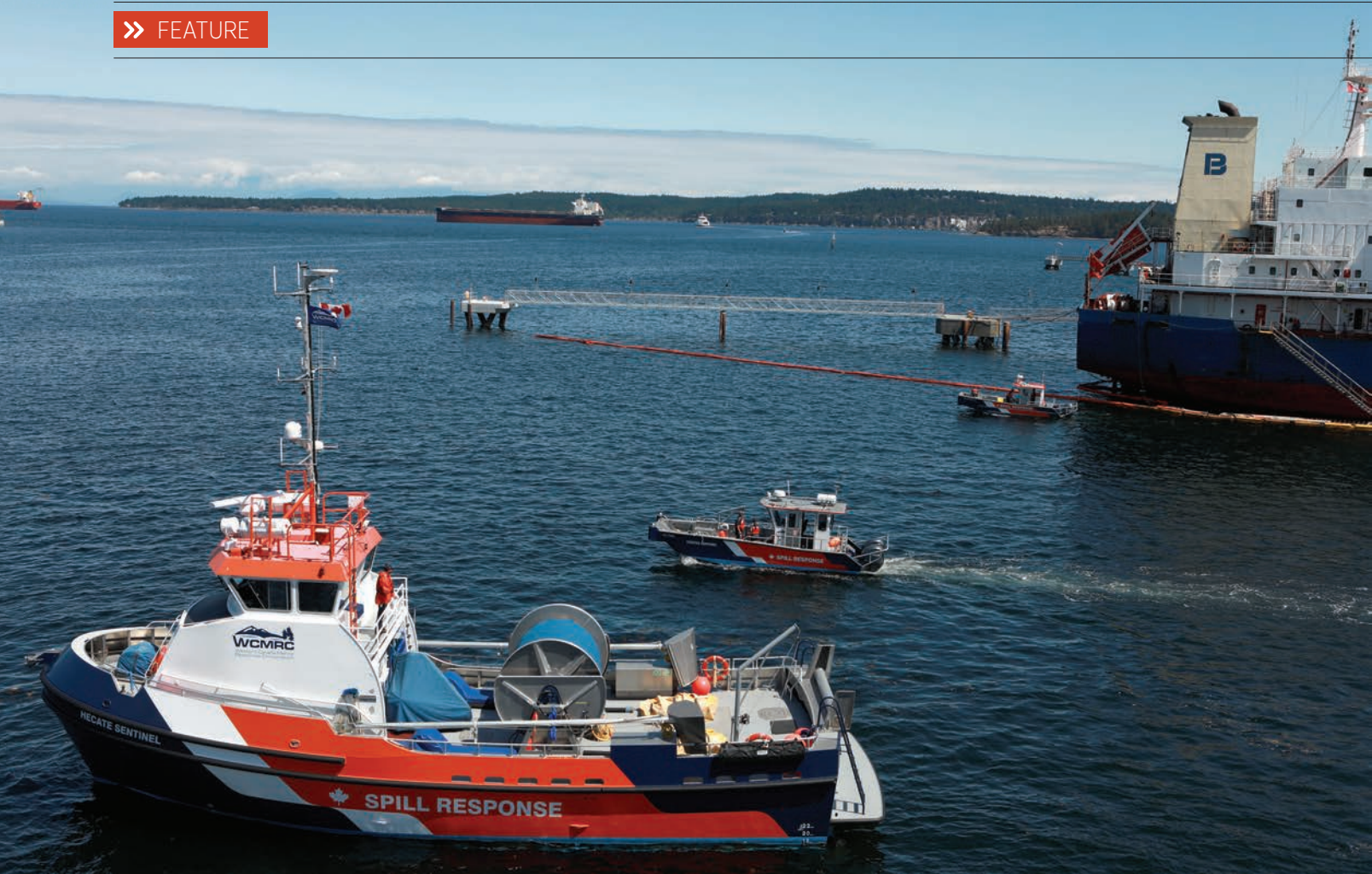
- **Transparency:** Clients can access detailed verification reports directly on the CERCA website, fostering trust and accountability.
- **Safety and expertise:** CERCA-certified contractors are equipped to manage complex hazardous

environmental emergencies with utmost safety and professionalism.

In the realm of marine and water-based incident response, CERCA unites the expertise and decades of experience of certified ROs and verified contractors. As a cohesive network, CERCA members engage in regular collaboration, joint training exercises, and the exchange of best practices. This ensures that Canada is equipped with top-tier resources to address marine incidents, regardless of their location or complexity.

The CERCA 2025 Spring Meeting, scheduled for April 8-9, 2025, in Nanaimo, British Columbia, exemplifies this spirit of collaboration. The event will bring together contractors, certified ROs, industry stakeholders, and federal and provincial regulatory bodies. This gathering aims to strengthen capabilities, foster innovation, and uphold the highest standards in managing incidents that impact Canada's marine environments. From open water spills to foreshore cleanups and inland water responses, CERCA members are committed to safeguarding Canada's diverse and rich marine ecosystems.

For more information on CERCA or to apply to become a member, please visit our website at [www.cerca-aceiu.ca](http://www.cerca-aceiu.ca).



# M/V Maipo River Oil Spill Response in British Columbia

By Western Canada Marine Response



In the early hours of the morning on July 26, 2023, Western Canada Marine Response (WCMRC) received a Connect Rocket call from Pacific Basin Shipping Hong Kong reporting that a spill had occurred on a cargo ship at berth, the Maipo River, in Nanaimo Harbour. Initial details of the spill were sparse, with varying reports of the amount of product spilled.

What was known at the time, however, was that the spill occurred upon the vessel deck and went through the scuppers during an internal fuel transfer. Thankfully, scupper plugs were

in place and contained a significant amount of the spilled product onto the deck. WCMRC crew and support staff were quickly mobilized, along with the decision to stand up an Incident Command Post (ICP) at WCMRC's Nanaimo Response Base.

The response was managed under the auspices of the Canadian Coast Guard's Georgia Strait Integrated Response Plan. Unified Command and overall coordination followed the principles laid out in the document.

## A timeline of events

At 7:50 AM, spill response vessels initiated u-sweeps in areas where they had

observed black blobs of product along with an oil sheen. Primary containment by the Sentinel 33 and Island Sentinel occurred after the u-sweep maneuvers laying out two hundred feet of boom across the stern of the Maipo River. Aerial surveillance was conducted to determine the risk coming from the product moving due to the currents. To assist in aerial surveillance, WCMRC activated contractors to conduct drone flights.


At approximately 10:00 AM, the Cortes Sentinel departed to begin deployment of Geographic Response Strategies. By 2:45 PM, secondary containment of the vessel had been completed with a total of 2,750 feet of containment boom out on the water.

By the end of the day, the crew were left to tend to maintain the containment boom throughout the night, with no incidents being reported.

The following day, Shoreline Cleanup and Assessment Technique (SCAT), teams were contracted to survey shoreline with collaboration from Environment Canada and Climate Change, B.C. Environment and Climate Change Strategy, and impacted First Nations.

With containment of the spilled product being carefully maintained and monitored, Unified Command's response now moved towards the removal of approximately 24 logs (between 60 and 70 feet in length) caught between the casualty and containment boom – all in various degrees of oiled state.

As the responsibility for log removal fell on the Polluter, the Maipo River utilized its crane to lift and wrap the logs individually before transferring them to a barge. The final spilled product was removed by manual recovery (oil snares and sorbent pads), followed by the removal of 4,200 feet of boom for disposal. Vessels and equipment were then sent for decontamination and prepared back to a response ready state.

Coincidentally, about a year before this incident, training had taken place for a situation very similar to the one that occurred, involving the deployment of a primary containment at the adjacent berth (NAW C). During the exercise, crews practiced deploying enough boom to fully contain a large vessel in the event of a casualty, which mirrored the situation with the Maipo River. Upon examining the geography in and around Nanaimo Harbour, both for environmental protection and the location of our current Nanaimo Response Base, it was clear that one of the biggest risks to the estuary's ecosystem would be a discharge at one of the berths. 

*Western Canada Marine Response (WCMRC) is the Transport Canada-certified marine spill response organization for Canada's West Coast. WCMRC plays an essential role in safeguarding the coastline, wildlife, and communities along the Pacific Coast. With an evolving landscape shaped by both environmental and industrial factors, WCMRC has grown to be an indispensable part of Canada's marine spill response regime.*

Thankfully, scupper plugs were in place and contained a significant amount of the spilled product onto the deck.



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# Fuel Oil Spill off Newfoundland's Southern Coast

By Robert Starkes, General Manager, ECRC / SIMEC



headquartered in Ottawa, Ontario, Eastern Canada Response Corporation (ECRC) – also known by its French name, La Société d'intervention maritime, est du

Canada (SIMEC) – provides marine oil spill preparedness and response services. ECRC is a certified Response Organization (RO) under the *Canada Shipping Act, 2001* (CSA) and was established in 1994 as one of four ROs set up by Canada's private sector to meet the requirements of the CSA.

ECRC's Geographic Area of Response (GAR) extends out to the 200 nautical mile Exclusive Economic Zone (EEZ) and includes all navigable waters south of the 60th parallel of north latitude for all provinces in Canada except for British Columbia, as well as excluding a 50 nautical mile zone around the ports of Saint John, New Brunswick, and Point Tupper, Nova Scotia.

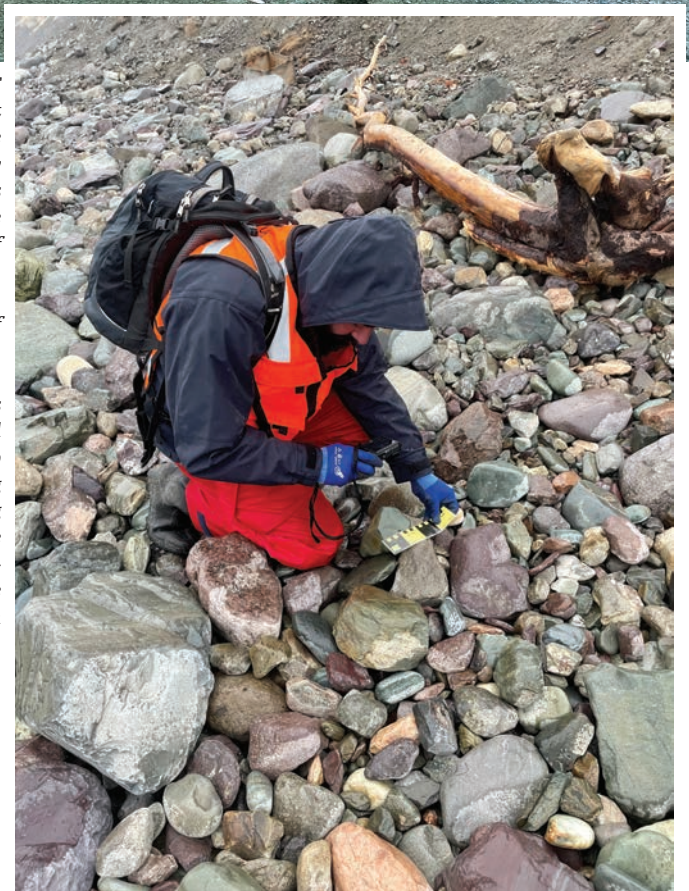
In the event of a spill, ECRC has a 24-hour call-out process that can quickly mobilize personnel and equipment to respond. Acting under the direction of the Incident Commander, ECRC provides a plan of action, equipment, resources, and operational management to support response efforts. Since its inception, ECRC has responded to more than 450 spills that cover a wide range of spill volumes, different operating environments, and seasons.

## Always something new to learn

In 2022, ECRC was called out to an incident on the south coast of Newfoundland, in which a bulk carrier vessel sustained damage to a fuel tank



**ABOVE:** SCAT surveys require a lot of walking to ensure areas are effectively surveyed, such as here at Drook Cove on the south coast of the Avalon Peninsula, Newfoundland. Photos courtesy of Robert Starkes.



**RIGHT:** SCAT uses a standardized approach to documenting shoreline oiling conditions. A scale bar is used in close-up photos to provide a clear comparison of size.

and accidentally discharged oil overboard while in transit. What made this response unique is it was ECRC's first experience with a Very Low Sulphur Fuel Oil (VLSFO) spill and, because the oil was discharged over a long distance, there was no specific spill location in which to focus response efforts.


VLSFO is a recent type of vessel fuel being used to help meet the MARPOL (International Convention for the Prevention of Pollution from Ships) regulations related to exhaust emissions. The properties of VLSFO can vary widely between suppliers and even batches, making it difficult to predict how a particular batch of oil will behave when spilled. We were aware that this type of fuel was being adopted by more and more vessels and, as such, tried stayed abreast of the research to better understand the product, as well as ensure that we had the resources in place to be able to respond effectively.

Because of the nature of the discharge, the oil appeared as globules on the water and did not create a sheen, which made it challenging to spot from surveillance aircraft or to observe with satellite imagery. As such, we used oil spill trajectory modelling to predict how the oil would move on the sea surface and identified potential locations where it may come ashore. We also conducted on-water surveys by vessel, walking surveys along selected beaches, and a targeted Shoreline Cleanup Assessment Technique (SCAT) survey with the Canadian Coast Guard and Environment and Climate Change Canada. The results of these surveys determined that cleanup measures fortunately were not required.

A key lesson 'earned' from this incident was a reminder that every spill situation is unique. It is crucial for responders to be able to draw on previous experience, but they also need to look at each situation with fresh eyes – what worked previously may not work next time or in every circumstance. Being open-minded and having a broad selection of 'tools' in the response toolbox means that you can be better prepared to respond to different situations.

Aiding you in this is the Canadian Emergency Response Contractors' Alliance (CERCA), of which ECRC has been an active corporate member since 2013.

CERCA has proven invaluable in terms of networking and relationships alongside other members of the emergency response community. From this relationship, we've learned from the experience of others and shared some our own response challenges with the broader response community. We have also been able to gain an understanding of the capabilities of other organizations and it has helped ECRC stay abreast of best practices in emergency response.

For more information, please visit [www.ecrc-simec.ca](http://www.ecrc-simec.ca). 

*Robert Starkes is the General Manager of ECRC and has been part of the oil spill response community since 1994. He has worked on more than 100 oil spills and has broad experience in response management, GIS mapping applications, oil pollution emergency plan development, and oil spill response training.*



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# West Coast Defenders: Western Canada Marine Response

By Michael Lowry, Senior Manager of Communications, Western Canada Marine Response



In 1976, an industry cooperative was established to clean up oil spills and other marine incidents in Vancouver Harbour. Originally named Burrard Clean Operations, the co-op's mandate was to maintain response preparedness and to respond to local marine spills from the co-op's members.

Following two large spills in Alaska and the state of Washington, the Canada Shipping Act was amended in 1995 to include regulations and standards to protect all navigable waters in the country. It placed requirements on tankers and barges of 150 tonnes and greater, on all ships 400 tonnes and greater, and on oil handling facilities that receive deliveries from these vessels. When these changes came into effect, Western Canada Marine Response (WCMRC) was formed to respond to spills along Canada's western coast, and Burrard Clean became WCMRC.

WCMRC is one of four response organizations in Canada and is part of a broader federal initiative known as the Marine Spill Response Regime, which is designed to ensure that Canada has the capacity to respond to oil spills quickly and effectively. A core principle of the regime is the 'polluter-pays' approach, which mandates that industry is responsible not only for the costs of spill cleanup but also for funding spill preparedness efforts.

## Key milestones in WCMRC's development

WCMRC's journey has been marked by several significant milestones that have strengthened its operational capacity and solidified its role as a key player in marine environmental protection.

**1. Formation and early development (1976-1995):** In its formative years, WCMRC focused on building the plans and resources necessary to respond to marine oil spills effectively. This involved establishing a network



**ABOVE:** WCMRC culture is based on continuous training and the development of its staff to respond to complex and high-pressure situations.

**RIGHT:** WCMRC is the Transport Canada-certified marine spill response organization for Canada's West Coast. Photos courtesy of WCMRC.



of trained personnel, acquiring spill response equipment, and developing strong relationships with local, provincial, and federal agencies.

- 2. Expansion of capabilities (2001-2009):** The 2000s saw a significant investment in WCMRC's operational capabilities. WCMRC expanded its operations with the opening of response bases in Duncan and Prince Rupert.
- 3. Commitment to Indigenous partnerships (2014-Present):** WCMRC's engagement with Indigenous communities along British Columbia's coastline has become an integral part of its operations. Since 2014, the organization has made strides toward building mutually respectful partnerships with Indigenous groups, which are essential for gaining community input, sharing knowledge about local

environments, and providing spill response training and employment opportunities for Indigenous people. This shift reflects a broader commitment to environmental stewardship and reconciliation with First Nations.

- 4. The Trans Mountain Expansion Project (2013-2024):** In 2013, in collaboration with Trans Mountain, WCMRC initiated a capacity expansion to enhance its oil spill response capabilities. These improvements supported voluntary upgrades to the existing 10,000-tonne oil spill response planning standards, enabling WCMRC to effectively respond to spills up to 20,000 tonnes within southern shipping lanes. The expansion saw an investment of \$170 million in new equipment and additional response bases. Personnel also grew significantly during this time, increasing from approximately 30 to more than 200.

**5. Adoption of innovative technologies (2013-Present):** WCMRC has increasingly embraced innovative technologies to improve its ability to detect, monitor, and respond to oil spills. The use of drones, real-time data collection, and advanced mapping software has significantly enhanced the effectiveness of its spill response operations. These technologies have also helped the organization assess risks more accurately and deploy resources in a more targeted and efficient manner.

**Challenges faced by WCMRC**

Despite its growth and success, WCMRC faces a variety of challenges in carrying out its mandate, including:

- 1. Increased shipping traffic:** The expansion of Canada’s oil and gas industry, particularly the construction of pipelines and increased tanker traffic, has escalated the potential for oil spills. To meet this challenge, WCMRC has expanded its response capacity significantly.
- 2. Geographical complexity:** British Columbia’s coastline is one of the most rugged and ecologically sensitive in the world. The region’s complex geography, which includes numerous islands, fjords, and remote areas, makes spill response challenging. Deploying response teams and equipment in such terrain requires specialized skills and equipment.
- 3. Environmental sensitivity:** British Columbia’s coastline is home to a

diverse array of ecosystems, including vital marine habitats for wildlife such as salmon, orcas, and seabirds. The sensitivity of these environments requires that WCMRC’s operations not only focus on the containment and removal of spilled oil but also work to develop protection strategies for sensitive shorelines.

- 4. Public perception and advocacy:** WCMRC has at times faced public scrutiny and opposition from environmental organizations, Indigenous groups, and local communities. These groups, concerned about the risks associated with increased oil transportation and the potential for catastrophic spills. WCMRC works to address these concerns by prioritizing transparency, consultation, and collaboration with affected communities.


**Culture and values**

The culture at WCMRC is deeply embedded in its commitment to preparedness, safety, and collaboration, and the organization prides itself on a strong sense of duty to protect Canada’s marine environment and the communities that depend on it. Its culture is also one of innovation, with a continual drive to integrate the latest technologies and best practices into its operations.


The organization places a high value on training and developing its staff to respond to complex and high-pressure situations. This culture of continuous improvement and resilience is critical

in the event of a spill, where livelihoods and ecosystems may be at stake.

**Conclusion**

WCMRC has played a crucial role in ensuring that Western Canada is prepared for marine oil spills. Over the years, the organization has overcome significant challenges, including increasing risks from industrial activities, geographical difficulties, and the ever-evolving nature of environmental threats. Through strategic partnerships, technological innovations, and a deep commitment to safety and environmental protection, WCMRC continues to be a key player in safeguarding the marine environment and the communities that depend on it. As the landscape of oil spill response continues to evolve, WCMRC’s adaptability, forward-thinking approach, and dedication to collaboration will be central to its continued success. 

*Michael Lowry is the Senior Manager of Communications for Western Canada Marine Response. He is a strategic communications and public relations professional with more than 15 years’ experience in domestic and international settings across the private, public and not-for-profit sectors. He has designed and developed successful communication campaigns for some of BC’s most influential organizations, including Harbour Air, Pacific Blue Cross and Columbia Power. Michael has a BA in Communications from the University of Calgary and a B.Sc. in Politics and International Relations from the London School of Economics.*




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# TRANSCAER Canada Celebrates 40 Years of Awareness Building

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



025 marks a major milestone for Transportation Community Awareness and Emergency Response (TRANSCAER®) Canada as it celebrates 40 years of promoting transportation safety and emergency preparedness.

Established in 1985 by the Chemistry Industry Association of Canada (CIAC), TRANSCAER has spent four decades working with communities, industry, and emergency responders to enhance the safe transportation of chemicals and dangerous goods across Canada.

Over the last 40 years, TRANSCAER has played a critical role in building strong partnerships between industry, government, and first responders. Through nationwide outreach events, the program ensures that communities are made more aware of the transportation of dangerous goods in their region, as well as the safety measures in place to protect them. These training initiatives provide hands-on learning experiences, equipping emergency responders with the skills needed to effectively manage transportation incidents.

“For years, TRANSCAER has been at the forefront of safety education and emergency response,” says Jeffrey Bowes, Chair of Canada’s National TRANSCAER Committee. “This anniversary is not just a celebration of our achievements but a chance to look ahead at how we can further strengthen proactive transportation safety and emergency preparedness in the years to come.”

## The new Safety Train

As part of its 40th anniversary celebrations, TRANSCAER is proud to introduce



Operating as a classroom on wheels, the Safety Train shows people how to deal with real-life emergencies that involve the transportation of dangerous goods. Photos courtesy of TRANSCAER.

its new training tank car, CCPX 911 – better known as the ‘Safety Train’.

After several years of development, this railway tank car has been transformed into a mobile classroom, bringing interactive safety training and emergency response education directly to first responders, municipal officials, and key stakeholders across Canada.

The Safety Train offers first-hand experience with railway equipment, rail safety procedures, and dangerous goods transportation. By fostering collaboration between industry and emergency responders, TRANSCAER continues to ensure that communities are well-prepared to manage potential incidents.

While the 40th anniversary is an opportunity to reflect on past achievements, TRANSCAER remains committed to advancing safety and expanding its outreach efforts. The launch of the new Safety Train represents a significant step forward in reaching more communities and providing essential training resources to emergency responders across the country.

To commemorate this milestone, TRANSCAER will be hosting its 40th anniversary events in multiple communities across Canada, celebrating the impact of



Since 1985, TRANSCAER has focused on assisting communities and training emergency responders to prepare for and respond to incidents involving the transportation of dangerous goods.

the organization while also reaffirming its ongoing dedication to transportation safety and emergency preparedness.

For more information about TRANSCAER Canada, upcoming outreach events, and the new Safety Train, visit [www.transcaer.ca](http://www.transcaer.ca) or follow @TRANSCAER-Canada on LinkedIn and X.

*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. Kristina also plays an important role in bringing together and strengthening collaboration between chemical manufacturers, carriers, and emergency responders through the Transportation Emergency Assistance Program (TEAP® III). Additionally, she manages the interface of industry and government interests as the coordinator of the Multi-Association Committee on the Transportation of Dangerous Goods and contributes to a wide range of processes related to the transportation of dangerous goods policy in Canada.*

# 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. (a GFL Company)

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## GFL ENVIRONMENTAL

GFL Environmental skillfully assists customers with the careful planning and preparation of organized response to a potential hazardous materials incident. The team works with customers to provide a comprehensive emergency management and response service, including plan development, training, and exercises to support Transport Canada's Emergency Response Assistance Plan (ERAP), ECCC's Environmental Emergency (E2) Plans, spill contingency plans, and more. GFL offers immediate and effective intervention to stabilize, manage, and remediate a range of emergency situations, including train derailments, truck rollovers, tank overfills, and uncontrolled releases. On land or water, their trusted teams can assess any situation and coordinate with others to deliver an efficient and effective course of action. GFL's primary emergency response locations and support network are strategically located to expand their service capacity across North America.

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**NUCOR ENVIRONMENTAL SOLUTIONS LTD.**

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**QM**

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.

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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.

**INDEX TO ADVERTISERS**

**Breathing Air Supply**

Empire SCBA and Supplies Inc. .... OBC

**Emergency Management**

Northern College ..... 16

**Emergency Response Contractors**

Rapid Response..... IBC

**Emergency Training Centre**

Lakeland College .....15

**Environmental Excavation**

Wildcard Excavation Inc. ....6

**Fertilizer S.A.F.E. Program**

Fertilizer Canada .....22

**First Responder Training and Resources**

CN ..... 11

**Hazmat Emergency Response Training**

CPCK - Canada Pacific Kansas Rail .....3

**High Hazard Emergency Response and Firefighting**

SRS Calgary .....4

**Industrial Services, Hazmat, and Emergency Response**

Nucor Environmental Solutions Inc..... IFC

**Portable Containment Tanks**

Husky Portable .....13

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# The Founding Fathers of Canadian Emergency Response

By Paul Adair, Staff Writer



Within the world of emergency response, there are some names that stand out as true builders because of their contributions

and their lasting impact on the Canadian Emergency Response Contractors' Alliance (CERCA). Here are two such pioneers: Lyle Cloutre and Earle Nickerson.



Lyle Cloutre

## LYLE CLOUTRE – Envirotec Services

Lyle Cloutre is widely recognized in emergency response circles for his leadership at Envirotec Services where he played a pivotal role in shaping the company into becoming a leading provider of a broad range of liquid waste management services in Saskatchewan, including emergency response.

Even though today Lyle has transitioned out of the emergency truck and, under Lyle's leadership, it has grown and currently owns a successful car wash business in Saskatoon, his mark on the industry and CERCA has endured.

“When I started with Envirotec 16

“When Lyle deployed pylons at an incident, they were perfectly measured and laser straight. I have never met anyone else with the kind of precision and professionalism he brought to this business.” – Shaune Zeleny, GFL

years ago, Lyle was instrumental in developing and managing the company's Emergency Response Division,” says Shaune Zeleny, Regional Director, Specialized Services and Emergency Response at GFL Environmental Services Inc. “Envirotec started with one vacuum truck and, under Lyle's leadership, it has grown to more than 160 employees, all within a span of 20 years. He started out servicing portable toilets and collecting used oil, before moving into industrial services, hazardous waste services, and environmental remediation, which led to the company's acquisition by GFL.”

## Contributions to industry

Lyle was one of the founding members of CERCA and was instrumental in the development of programs like the Transportation Emergency Assistance Program (TEAP III), which helps to mitigate the impacts of chemical transportation incidents anywhere in the country. Decades ago, Lyle also worked with Sigenet North America to initiate HazMat technician training, further elevating the profession and improving the safe

handling and transport of dangerous goods across Canada.

Shaune says, “Lyle was a visionary when it came to emergency response and was always forward thinking, and his attention to detail was second to none. When Lyle deployed pylons at an incident, they were perfectly measured and laser straight. I have never met anyone else with the kind of precision and professionalism he brought to this business.”

Outside of work, Lyle is known for his love of Corvettes and motorcycles, cooking, and entertaining. When not busy with his new career path, he enjoys spending time with family and friends, being outdoors, and travelling the world.

## EARLE NICKERSON – RST Industries

Earle Nickerson started his career as a police officer in Bathurst, New Brunswick, before moving to work with the police service in nearby Blacks Harbour, where he also served with the volunteer fire department and ambulance. This eventually led him to being hired by the local fish packing company, Conners Brothers Ltd., to be its Safety Coordinator.



Earle Nickerson

In 1974, Earle began his career in safety and emergency response with RST Industries in Saint John, New Brunswick, which allowed him to follow his passion for helping people. While at RST, he continually learned how to improve the teams' performance and what new tools or techniques could be introduced to make things better.

"He would always take the time to check in with the team and make sure

everyone was good with the plan, as well as seek input to ensure that plan was the best possible. He was a leader with passion but always had the safety of his crew as the number one priority," says Darrel Nickerson, Earle's son. Now retired, Darrel worked at JD Irving as a Director of Safety and – for a time – had his father reporting to him.


He adds, "I became the safety professional I am today because of Dad. His work ethic, continuous learning attitude, and commitment to always improving were values instilled in me at an early age, and I am proud of the contribution he has made to the industry and the emergency response community."

### Time with RST

RST is part of a large and organization that handles a diverse range of bulk transportation needs. Following an incident at one of the organization's facilities, the owner of the company tasked Earle with being prepared to react and respond to incidents involving any of the chemicals being

managed by the organization, which was the beginning of RST's Emergency Response Services.

"Over the years, the emergency response team has responded to and managed incidents involving many different types of chemicals and petroleum, from a picric acid spill at a university to an anthrax scare at the local post office, as well as multiple derailed rail car incidents involving liquified petroleum gas and other chemicals," says Darrel. "Over the years, he met many people in the industry and was sought out to provide advice and training across the country. Sharing this information with other groups helped provide more efficient and effective tools and processes to manage their incidents."

Earle retired in 2010 but offered his expertise to instruct HazMat in South America for a decade post-retirement. Today, closer to home, Earle enjoys golfing, working around the house, and spending time with friends, both in New Brunswick and in Florida, where he spends the winter months to escape the cold. 



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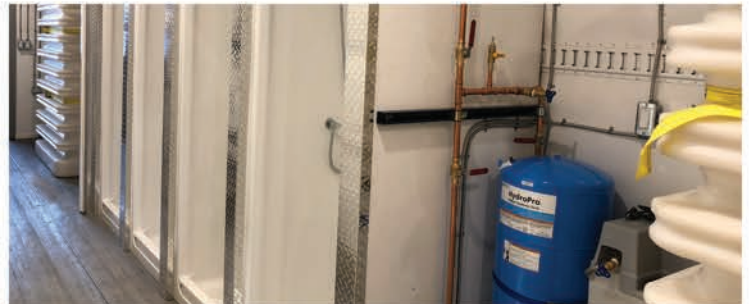
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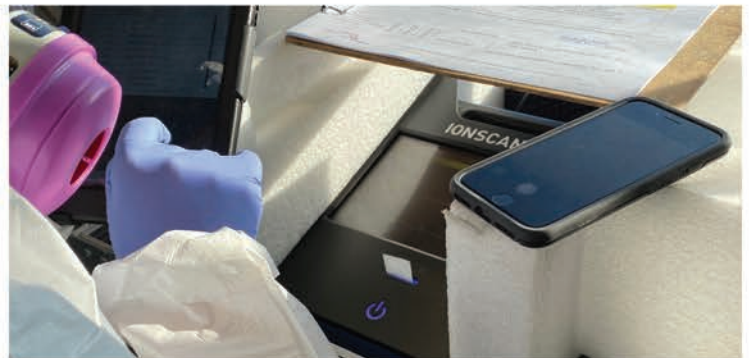
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