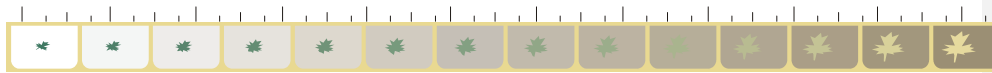


ANNEX "M"

City of London

Railroad Emergency Plan

An Annex to London Emergency Response Plan



Confidential:





City of London
Railroad Emergency Plan
October 29, 2014

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1. INTRODUCTION

1.1. Introduction:

The purpose of this plan is to formulate a comprehensive action of rescue, medical and firefighting operations to combat the effects of a rail disaster that might occur within the City of London.

1.2. Aim and Purpose

The main objective of this plan is to coordinate the plans and procedures of individual agencies and organizations to ensure a harmonized response to a railroad incident.

This plan is designed to:

- provide an overview of the procedures to be followed in the event of a rail; derailment, collision, fire, explosion and hazardous materials emergency affecting the City of London.
- define the roles and responsibilities of the City's services, departments and supporting agencies during a railroad emergency.
- assist in minimizing the effects of a hazardous (cargo) materials release on people and the environment.
- provide guidance for communicating information available to the public.

1.3. Scope

1.3.1. This emergency plan describes the policies, situation, planning, assumptions, concept of operations and the responsibilities for a complex emergency response in the City of London. It does not govern routine spill response activities of any agency.

1.3.2. Agencies responding to a railroad emergency have their own standard operating procedures. This plan does not supersede those procedures; instead it is designed to *coordinate the efforts of the various agencies responding to the same incident*.

1.3.3. This plan shall be used in conjunction with the London Emergency Response Plan (LERP) as Annex M.

1.4. Authority and Custodian

This plan is published as an annex to the City of London Emergency Response Plan, as authorized by a By-law; and the Emergency Management and Civil Protection Act (2006). The custodian of this plan shall be the City's Corporate Security and Emergency Management Division, who is responsible for the coordinating, review, revision and exercising of the plan.

2. PREVENTION

The City of London with its Community Emergency Management Program Committee; will take action to stop an emergency or disaster from occurring using the following key activities: Legislative controls, Zoning restrictions, Improve operating standards/procedures and Critical Infrastructure Management.

The committee works with partner agencies to take actions to protect lives, property and the environment. Prevention strategies include deterrence, bylaws, inspections and preventive efforts with provincial and federal ministries partners.

3. MITIGATION

The Community Emergency Management Program Committee; will take action to reduce the adverse impacts of an emergency or disaster from occurring using the following key activities: containment measures, building codes, regulatory measures and detection systems.

The transportation of dangerous goods is enforced by Transport Canada, Ontario Ministry of Transportation, and law enforcement agencies under Transportation of Dangerous Goods Regulations.

4. PREPAREDNESS

4.1 Training and Supplies

Each participating agency is responsible for defining and providing the training and protective equipment required by its own staff in performing its emergency roles. Each agency should maintain an inventory of supplies.

In any serious incident involving railroad derailment, collision, fire, explosion or hazardous materials, the training of emergency responders is the responsibility of the Agency or Department.

4.2 Individual Agency Preparedness

London Fire Department (LFD)

- Develop, test and maintain fire service standard operating procedures for responding to railroad incidents.
- Train personnel to identify potential hazardous materials incidents as outlined in NFPA Standard 472 in relation to tank cars.
- Train all personnel to understand and use the Incident Management System.
- Provide expertise in determining plume dispersion and potential evacuation and sheltering-in-place decisions.

London Police Service (LPS)

- Develop, test, and update Standard Operating Procedures for response to railroad emergencies and evacuations in coordination with this plan.
- Train personnel to understand and use the Incident Management System.

Middlesex-London EMS

- EMS personnel should be trained in proper initial medical care for patients; triage and transportation for rail emergencies.
- Staff should be trained to be aware of the risks of hazardous materials incidents and the use of proper protective equipment.
- Train all personnel to understand and use the Incident Management System.

Environmental and Engineering Services (EES)

- Develop, test, and update EES Spill Control Plan for response to incidents.
- Sewer Operations maintains the capability to respond with supplies on vehicles and a small trailer for spill response. On-call response is provided on a 24 hour/ 7day per week basis.

Use of the trailer can be activated by contacting Bathurst Street, A. J Tyler Operations Centre dispatch. 519-661-4965.

- The Sewer Operations supervisor is responsible for assessment; however noting that any spill event determined to be life or health threatening will immediately be deferred to the appropriate agency.
- Train all personnel to understand and use the Incident Management System.
- Contact MOE Spill Action Centre to report spills incident. 1-800-268-6060

London Health Sciences Centre

- Prepare to receive, triage and treat mass casualties that occur as a result of a rail emergency
- University Hospital and Victoria Hospital have equipment to decontaminate 100 victims per site. This includes a 3-lane decontamination tent. Two lanes are reserved for male and female ambulatory victims, with the middle lane dedicated to stretcher patients. The key to the effectiveness of this program is early notification from City of London or regional emergency responders or London Central Ambulance Communications Centre (CACC) that a CBRN incident has the potential for self-reporting contaminated victims to arrive at the hospital.
- Train all personnel to understand and use the Incident Management System.

CN, CP, Goderich-Exeter Railway (GEXR)

- Local Railroads are encouraged to take action prior to an emergency or disaster to ensure an effective response. Coordinating key activities in Emergency Response Planning, Emergency Operations Centre, Training, Exercises, Emergency Information, Public Education and Awareness.

4.3 Exercises and Workshops

- Every effort will be made to train and exercise with partner agencies and railroad agencies
- Conduct workshop and training events with first responders and railroad agencies to coordinate emergencies, mutual aid and railroad understanding.
 - Local Rail Management
 - CN, CP, GEXR
 - Operation Lifesaver
 - The Railway Association of Canada
 - TransCAER
 - Chemistry Industry Association of Canada
 - Responsible Care
 - Etc.

5. RESPONSE

5.1 Activation of this Plan

Emergency response begins as soon as a rail emergency is identified or reported.

Emergency Services personnel are typically first on the scene responding to the incident during any emergency. London Fire Department usually will be the lead agency in response to a railroad emergency.

When the Senior Fire, Police, EMS or (EES) Engineering Supervisor at the site considers the situation or potential situation of such magnitude that the emergency service may require additional support, he/she will activate this plan.

This would be determined based on the following considerations:

- Risk to health and safety of responders and general public.
- Potential damage to the environment.
- Ability to cope with possible impacts.
- Extraordinary resources needed to contain the situation.
- Possible need to co-ordinate with many agencies.
- Potential for intense public scrutiny.

London Fire Department should also advise London Police communications, Central Ambulance Communications, and Environmental and Engineering Services dispatch. See Appendix 2. Upon implementation, all participating agencies will respond in accordance with the procedures described within this plan. Fire Services communications will also advise Corporate Security and Emergency Management Office personnel and the Emergency Information Officer from Corporate Communications. The following notification procedures should be used:

Based on the scope of the emergency they will determine if the Community Control Group members are required and, if so, will request their attendance through the London Police duty officer. At that time, the London Emergency Response Plan would be activated according to procedures outlined within that document.

5.2 Site Management

Upon arrival, the emergency services will determine perimeters and establish necessary precautions. It is important that any personnel approaching the scene do so with knowledge of the wind direction and substances involved. Everyone needs to be mindful of wind and other atmospheric conditions.

Only essential responders with appropriate protective equipment should approach the scene. Perimeters are established based on wind speed and direction as follows:

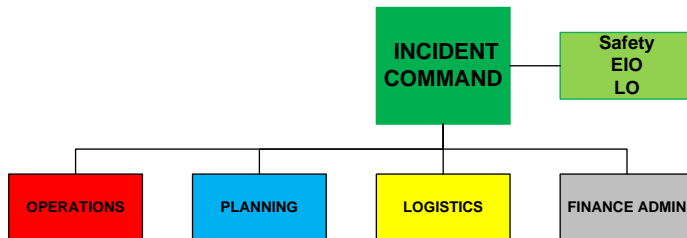


Only trained and qualified hazardous materials personnel wearing appropriate protective equipment should enter the HOT zone. Decontamination and coordination activities take place in the WARM zone. It should be noted that the WARM zone is a buffer area and may contain lower level contamination. Therefore, the Incident Command Post and all untrained/unprotected personnel, including Media and support agencies remain in the COLD zone for safety and operational reasons.

5.3 Incident Management

The London Fire Department immediately establishes their Incident Command System. Sectors are established based on the nature of the incident. This process begins as soon as the first unit arrives and is passed up the chain of command until the most appropriate officer is in charge.

The diagram below details the command structure at a fire – rail incident.



When the incident involves a multi-agency response, the most appropriate individual is appointed the Incident Commander (IC). A joint Incident Command Post is established in the Warm Zone, in the Police Command Communications Vehicle.

The Incident Commander makes decisions relating to the site, with input from agency leaders. Corporate Security and Emergency Management, as well as Corporate Communications provide assistance to the Incident Commander.

The IC should ensure effective liaison with the Ministry of Environment and other agencies. It is very important that consistent, accurate communications occur from an official City representative.

In addition, support and possible guidance may come from the Community Emergency Control Group (if convened) at the Emergency Operations Centre – Policy Group.

5.4 Responsibilities

The Incident Command Post (ICP)

- Direction and control of all tactical operations at the scene of the emergency, under the supervision of the Incident Commander.
- The on-site Headquarters for the Incident Commander and other key personnel, or Unified Command.
- Site communications link with the EOC and/or appropriate dispatches.
- Is the central communications centre for the crash scene perimeter.
- Control for use of on-scene resources.

The Emergency Operations Centre (EOC)

- Maintaining communication with the Incident Commander at the scene for coordination and support.
- Coordinating public information.
- Coordinating support through EMO.
- Verifying identification of appropriate EOC response personnel as required.
- Collecting, analyzing and disseminating all emergency information.
- Administering record keeping procedures required during the response and recovery phase.

5.4.1 First Responders

- Provide initial response to the railroad incident based on responder training and expertise.
- Notify the appropriate dispatch agency when the magnitude of the incident exceeds the expertise of the initial responder(s).
- Isolate the area according to the North American Emergency Response Guidebook (CANUTEC 613-996-6666) or other appropriate resource information.
- Identify key railroad personnel at an incident scene, and incorporate them into the incident command structure.
- Train consist information is of the utmost importance. It will be in the possession of the train conductor. It can also be obtained by contacting rail emergency personnel.
- Identify hazardous material without compromising safety (placard number, shipping documents, manifests, driver comments, etc.), accurately read train consist information.
- Provide for the safety of the public by whatever actions are necessary (evacuation, shelter-in-place, initial media, etc.).
- Support London Fire Hazmat team with personnel, equipment, and other assistance as required.

5.4.2 Dispatch Centers

- Obtain as much information as possible about incident; the name and quantity of materials, cargo involved, location, buildings affected, on-scene expertise, risks inherent with the situation.
- Dispatch the appropriate departmental resources and request assistance from other public safety responders.
- Assist Incident Command to notify appropriate regulatory agencies.
- Allocate appropriate radio channels for operations and request necessary communications support personnel.
- Monitor "LIMS1" IC & Command Channel
- Facilitate interagency notifications (i.e. updates for hospitals, Medical Officer of Health, etc.).

5.4.3 CN, CP, EGXR - Railway Owner

- Respond promptly to any injuries, Identify products/material, Search for the presence of explosives or toxic vapors
- Take all reasonable precautions to contain the derailment, collision, leak or release.
- Alert bystanders to leave the area.
- Call 9-1-1 for immediate assistance.
- Notify owner of cargo/facility (contractor) of situation.
- Provide shipping documents, train consist information, MSDS or other documentation to responders.
- Arrange for cleanup and waste disposal.

5.4.4 London Fire Department

- Respond in support of other first response agencies when requested.
- Assess actions taken by first arriving units.
- Provide Technician Level response -- a hazardous materials (HAZMAT) response team and vehicle.
- Undertake containment operations and fire suppression but not cleanup.

- Provide incident management expertise and equipment.
- Establish exclusionary zones and determine need for evacuation and/or shelter-in-place.
- Determine the proper level of personal protective equipment, emergency medical treatment, decontamination techniques, and additional authorities requiring notification.
- Perform rescue and initial decontamination of victims.
- Coordinate with City of London Emergency Management Office when indicated.
- Request outside assistance from commercial response and cleanup companies.

5.4.5 London Emergency Information Officer (EIO)

- Assist the Incident Commander with media relations
- Provide notifications to key city administrative and political leaders.
- Liaison with Communications personnel from involved agencies.
- Develop and issue emergency evacuation information.
- Assist in distribution of health messages.

5.4.6 City of London Corporate Security and Emergency Management Division

- Support the Incident Commander by providing advice, liaising with key officials.
- Provide resource coordination as requested.
- Notify local, provincial, and federal authorities as requested by the Incident Commander or as appropriate to the situation.
- Provide advice concerning the notification of the Community Control Group/EOC Policy Group.
- Activate the City Emergency Operations Centre.
- Implement the London Emergency Response Plan as applicable.
- Liaison, coordinate with Middlesex County and/or neighbouring Municipality

5.4.7 Environmental Engineering Services

- Provide equipment to the site
- Perform diking operations and protection of sewers and watercourses.
- The Sewer Operations supervisor is responsible for assessment of spill situations
- Assist in making contact with MOE Spills Action Centre, to report a spill.
- Provide road closure signage and barricades.
- Access private contractors for site cleanup, remediation, and disposal of contaminants.

5.4.8 London Police Service

- Assist in evacuations and rescue operations (as appropriate).
- Provide security for perimeter and evacuation zones.
- Dispatch COR Vehicle to act as Incident Command Post.
- Notify CCG members if the EOC is activated.
- Dispatch Explosive Disposal Vehicle and Team Members if explosives are involved.
- Provide initial response to the incident
- Provide follow-up criminal investigation, and forensic examination to gather evidence for judicial proceedings.

5.4.9 Middlesex London EMS

- Respond to provide medical care to injured parties.
- Carry out triage for multi-patient or mass casualty incidents.
- Notify hospitals of incident specifics and coordinate patient transportation.

- Advise hospitals of the potential for vapor cloud movement toward a hospital site, potential for victims self-reporting to the hospital, potential for additional victim exposures within the city/county due to vapor cloud movement.
- Provide standby for rescue operations.
- Transportation assistance for special needs residents.
- Liaison with Fire HAZMAT Team Leader / Incident Commander

5.4.10 London Health Science's Centre

- Treat patients for injuries and exposure.
- Assist emergency response agencies with information that may assist with determination of hazardous material (if unknown).
- Activate hospital Mass Casualty Plan where the number of patients exceeds the hospital's ability to perform its normal patient care function.

5.4.11 Emergency Social Services (Neighbourhood, Children and Fire Services)

- Designate and open Reception Centre's (shelter) locations as required.
- Provide food and personal needs assistance to evacuees.
- Request assistance for community support groups.
- Register and coordinate volunteer assistance.

5.4.12 Middlesex London Health Unit

- Liaise with Ministry of Environment on water and air quality in affected areas.
- Liaise with hospitals concerning potential health effects.
- Issue health advisories.
- Provide advice on shelter-in-place and evacuation options.
- Ensure health issues are properly co-ordinated in reception centres.

5.4.13 Emergency Management Ontario

- Provide advice, assistance and liaison with the PEOC.
- Forward requests for Provincial assistance.

5.4.14 Ontario Ministry of the Environment

During a spill:

- Determine the nature and extent of environmental damage caused by the spill;
- Where applicable, consult with health and safety or labour agencies;
- Recommend appropriate response procedures, as required;
- Evaluate the adequacy of the containment, clean-up and disposal efforts;
- Enforce the duties imposed on the discharger and others;
- When necessary, facilitate or initiate prompt containment, clean-up and disposal measures in accordance with Ministry guidelines;
- Make recommendations with respect to procedures or equipment for spill prevention where applicable; and
- Document all findings, actions and recommendations.

For the environmental or spill-related component of an emergency, the Ministry shall, without jeopardizing staff safety, in consultation with the agency in control of an emergency:

- Determine the nature and extent of environmental contamination or damage which may be caused by the emergency by providing modeling and monitoring services, in accordance with the Ministry's capabilities and expertise;
- Recommend appropriate procedures to the agency in charge of the emergency, when necessary;
- Evaluate the adequacy of clean-up and disposal efforts;
- Enforce the duties imposed on any persons responsible; and,
- Document all findings, actions and recommendations.

5.4.15 Upper Thames River Conservation Authority

- Provide stream flow monitoring and forecasting.

5.4.17 Local Utilities (Union Gas, London Hydro)

- Perform disconnect operations as required.
- Provide advice and assistance to EES.

5.4.18 London Transit

- Provide transit buses for evacuation or act as shelter
- Reroute bus routes

5.4.19 Ministry of Transportation Ontario

- Liaison with IC

5.4.20 Transport Canada

- Liaison with Transportation Safety Board
- Liaison with Canadian Transportation Agency

5.4.21 Non-Government Organizations (NGO) Assistance

- The Salvation Army can provide refreshment, canteen and other support services for Emergency Site personnel, especially those in protective equipment when requested by the fire department
- Canadian Red Cross, The Salvation Army, St. John Ambulance can assist at the Reception Centre when requested by the Community Emergency Management Coordinator

5.5 London Emergency Response Plan

If there is a decision to activate the London Emergency Response Plan and to convene the EOC Community Control Group – Policy Group, the Emergency Operations Center will be activated. This center provides assistance to the IC. It normally serves to support the activities at the site and to deal with resource and level of service concerns away from the site. A clear command structure must be maintained at the site. Effective communications and prompt decision-making are key to successful incident management.

5.6 Decontamination

Removal of contaminants is an important consideration in hazardous materials operations. Anyone wearing protective clothing into a hazardous materials incident must be decontaminated when exiting to avoid the spread of the materials. This also applies to any victim who is removed from an affected area. They must be decontaminated before being transported to hospital.

London Fire Department provides decontamination at the scene while London Health Sciences Center provides patient decontamination at their hospitals.

5.7 Evacuation and Sheltering-In-Place Information

When faced with a need to respond to an event involving dangerous goods or vapors, emergency agencies essentially have two courses of action in determining Public Safety Actions. Both shelter-in-place and evacuation are recognized protective measures. When faced with these types of events, the incident commander must make a conscious decision to either shelter-in-place or evacuate, or employ a combination of both.

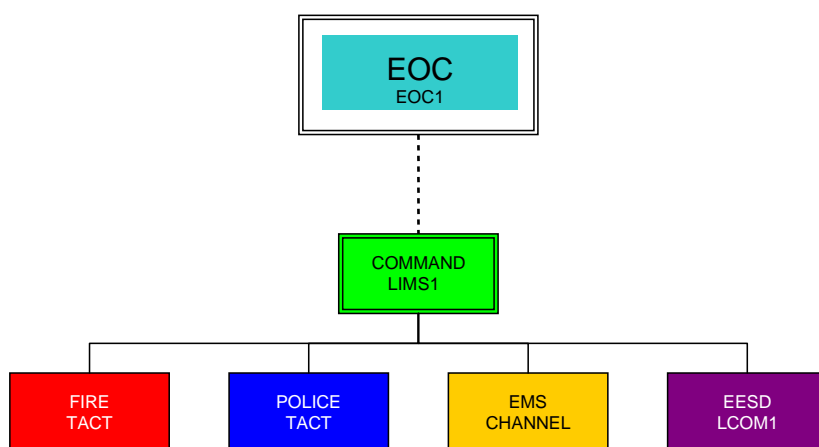
In an emergency, officials need to quickly provide the appropriate and necessary information to the threatened public. The public will need continuing information and instructions while being evacuated or sheltered-in-place.

Proper evaluation of the factors listed below will determine the effectiveness of evacuation or shelter-in-place. The importance of these factors can vary with emergency conditions.

- Derailment;
- Collision;
- Fire, Explosion
- The Dangerous Goods;
 - Degree of health hazard
 - Quantity involved
 - Containment/control of release
 - Rate of vapor movement
- Environment including air, water (surface and ground) soil
- The Population Threatened;
 - Location
 - Number of people
 - Time to evacuate or shelter-in-place
 - Ability to control evacuation or shelter-in-place
 - Building types and availability
 - Special institutions or populations, e.g. nursing homes, schools, hospitals, jails, etc.
- Weather Conditions; and
 - Effect on vapor and cloud movement
 - Potential for change
 - Effect on evacuation or shelter-in-place
- Response Capabilities;
 - Can evacuation be safely achieved in a timely manner?
 - Notification means
 - Transport capabilities
 - Traffic
 - Roads
 - Responders capabilities

5.8 Radio Communications

A clear communications link must be established between the Incident Commander and the EOC. This is done using EOC1, the 800 Mhz. common channels. This talkgroup is to communicate key information relative to Command decisions. Each Leader utilizes their own operational channels/tacs to relay information within their own organizations.



Communications relating to operational decisions should utilize individual agency channels or talkgroups to communicate with staff in the Operations Room at the Emergency Operations Center. Unified Command Leaders must have access to both radios channels (LIMS1 & EOC1).

6. RECOVERY

Once the incident has been stabilized and the emergency response component concluded, the management of the incident will be transferred to a cleanup organization. That will usually be lead by EES (City Engineer) or a spill response firm. Costs of such an operation can be large, and there must be a clear decision made to remediate the site. It is important that all decisions and costs be clearly documented. EES does not clean-up hazardous materials or materials on private property. That is the responsibility of the property or railroad owner.

Recovery immediately follows emergency response. It involves direction from the EOC Director / City Manager to restore the community to normal conditions and may include:

- a. the EOC Director may request a Declaration of a “Local State of Emergency” from the Mayor through EMO / OFMEM;
- b. maintaining access control;
- c. clearing debris;
- d. restoring public utilities;
- e. removing wreckage;
- f. processing insurance claims;

- g. providing emergency social services (shelter, clothing, food, etc.);
- h. rebuilding homes and buildings;
- i. investigating the accident;
- j. demobilizing emergency personnel and resources, which may include emergency worker counseling;
- k. adjusting traffic control perimeters;
- l. continuing public information, general and health;
- m. maintaining security in restricted areas;
- n. providing for resident long-term counselling; and
- o. economics/industry continuation.

APPENDICES

**Appendix 1 - Notifications
Railroad Incident**

	<p>Canadian National Railway Address: 205 York St. London, ON Phone number: 905-669-3184 CN Operations: 519-667-2408</p> <p>24 hr Emergency Number 1-800-465-9239 CN Police</p> <p>Dangerous Goods Officer: Dan Mould C: 519-312-3028</p>
	<p>Canadian Pacific Railroad Address: London, ON Phone number: 1-800-716-9132 CPR Operations: 519-660-3419x225</p> <p>24 hr Emergency Number CP Police:1-800-795-7851</p> <p>Specialist – Emergency Response: Scott Croome B: 519-254-6625, C: 519-257-0612</p>
	<p>Goderich-Exeter Railway (GEXR) Address: 101 Shakespeare, Stratford, ON N5A 3W5 Phone number: 519-271-4441 Contact: Assistant Superintendent – London 519-667-2408</p>
	<p>VIA Rail London – Ron Doherty Address: Phone Number: 519-264-6625 Cell: 519-257-0612</p>

Appendix 2 – Emergency Dispatch / Duty Centre’s

CONFIDENTIAL

<u>Organization</u>	<u>Contact</u>	<u>Phone Numbers</u>	<u>Remarks</u>
London Fire Department Communications	Dispatch	519-661-5615 or 519-433-0111	
London Police Communications	Comm’s Sgt	519-661-5281	
Middlesex-London EMS	Duty Superintendent	Cell 519-457-4760	
EES Dispatch A.J. Tyler Operations Centre	Dispatch	519-661-4965	
London Hydro	Control Room	519-661-0480	
London Central Ambulance Communications Centre	Dispatch	519-434-2711	
London Transit	Dispatch	519-451-1076	
OPP Communications		519-888-310-1122 519-680-4652	
City Hall Security Security Operations Centre		519-661-2500 x 4577	
London Health Science’s Centre Victoria Hospital	Administrator on Call	519-685-8500	
St. Joseph’s Health Care London	Administrator on Call	519-646-6000x44555	
London EOC	Control Desk	519-953-0070	Not 24/7

Appendix 3 – Summary of Responses

Summary of Incident Type, Responses and Incident Command

Incident Type	Railway / Railroad Responders	Local Response Role and Responders	Incident Command System Participants
Leaking container with no off site impact, no fire, no injury	Shipper Contractor Hazmat Rail Management	Notification	Local Rail Management
Leaking container with offsite impact, a fire or injury	Shipper Contractor Hazmat Rail Management	Fire, Police EMS HAZMAT Team	Incident Commander Local Rail Management
Ruptured fuel tank on locomotive	Contractor Hazmat Rail Management	Fire, Police EMS HAZMAT Team	Incident Commander Local Rail Management
Derailment with no release, no tank damage, upright	Rail Management Re-Rail Contractor	Notification	Local Rail Management
Derailment with tank overturned, serious tank damage	Rail Management Re-Rail Contractor Hazmat	Fire, Police EMS HAZMAT Team	Incident Commander Local Rail Management
Derailment with release	Rail Management Re-Rail Contractor Contractor Hazmat	Fire, Police EMS HAZMAT Team Other Agencies	Incident Commander Local Rail Management

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