



2020 | Q4

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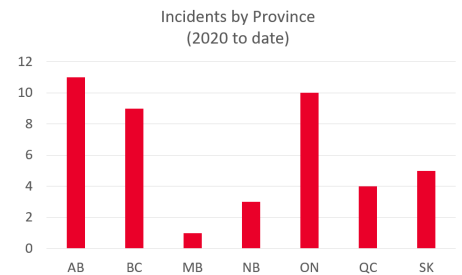
# Responder Bulletin

**Reminder:** In order to manage the number of emails our ERAC responders receive, you no longer receive the [ERAC quarterly newsletter](#), distributed in March, June, September and December. If you would like to continue to receive this newsletter, [please sign up and confirm your email address](#).

## President's Message

It goes without saying but I'd like to acknowledge the extraordinary year we've had in 2020 and extend my sincere gratitude for your commitment to ERAC during these difficult times. Not only your maintaining training and compliance despite in-person regionals being largely out of reach but also your willingness to go out the door as needed to respond to incidents on behalf of ERAC's Plan Participant members.

Our Operations team is looking forward to getting back to the field for regionals in 2021, safety permitting, and I'm sure you are too.



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Our Plan Participant members understand the security of having trained, assessed and approved responders on the ground at their incidents, and we thank you for your continued support of ERAC and our emergency response program.

Keep safe, keep doing what you're doing, and we look forward to seeing you soon in 2021.

Have a wonderful holiday season.

Spencer Buckland, President

# Operations Manager Report

## Announcements



We are pleased to announce the addition of two new response teams to our network. Nucor Environmental Solutions based in Edmonton was assessed and approved for LPG response in October; using the same model we used in Prince George, BC the response team provides the manpower and ERAC provides the equipment. ERAC has worked collaboratively with Nucor through multiple online and in-person training sessions this year to bring this second team online in Alberta, historically our busiest area for LPG response.

We have also added Spartan Response in Stoney Creek, ON as a flammable liquids response team. Although they have not yet run an assessment due to travel and safety considerations, the equipment and staff have all been assessed. As soon as safely possible, we will complete their assessment with a live product transfer so that they can be added to the call-out list.

## Incident Highlights and Descriptions

The last few months were standard fare for us. The weather is just starting to turn, and we are seeing an uptick in incidents.

A few incidents of note from this period.

A company imploded a general service rail car while offloading to trucks. The investigation concluded that the manway had not been opened prior to starting the transload and the vacuum breaker could not keep up. When the car collapsed, the aluminum BOV adapter appears to have hit the ground and cracked leading to a spill. This incident serves as a good reminder to be methodical in our setup and order of operations when we start transloading.

A team responded to a leaking condensate car in a remote location. There was initially an incongruity on the shipping document between the hazard class of the product, ERAP number and car type. The HBC was able to spend some time working through all the data with the Plan Participant member and determine it was a flammable liquid in a pressure car and the ERAP number needed to be changed. The response team arrived and found a liquid valve that wasn't fully closed and a plug that wasn't installed tool tight. Shutting the valve stopped the leak and the plug was secured. The crew then finished checking the car for outage and pressure and cleaned up the spilled material. [This car has a style of valve](#) that has been known to back off after initially tightened, making securing the plug critical to assure the car can't leak in transit.

An LPG team responded to a rolled over bobtail delivery truck. There were discussions on site as to how to best remove the most liquid LPG from the tank in the position it came to rest. The team needs to visualize all the piping inside the tank and then make a choice on what will allow them to recover as much liquid as possible ahead of the towing company attempting to upright the tank. The correct fitting will be the one that is deepest in the liquid and has an ISC that the response team can open.

We have also noted a tendency for teams to use the pump on the receiving truck to perform the transload at incidents. At times this is an ideal solution and minimizes complexity at the site. However, long runs to the pump combined with trying to pull suction uphill leads to very poor pump performance and low flow rates. The ideal pumping situation has the pump at or below the level of the liquid and as close to the vessel it is offloading as possible. The pump is much more effective if the suction side is as short as possible, letting it push the liquid to the receiving vessel. Please make sure to assess the scene carefully and make the best choice for the given scenario.

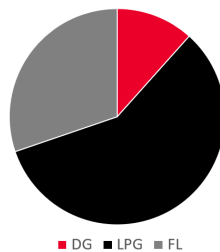
In other news, recently ERAC positioned an LPG emergency response trailer at the western end of country. The unit is stored at the AltaGas export facility on Ridley Island and supports northwest BC. The cache is identical to the equipment that has been supplied to the GFL Prince George and Nucor Edmonton LPG response teams.



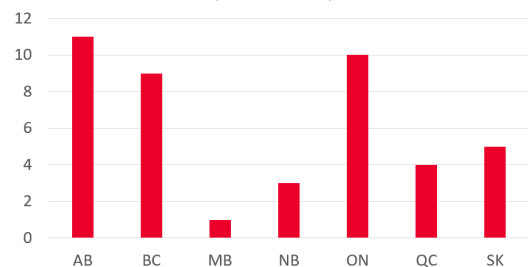
## Statistics

Click to enlarge

Incident Division (2020 to date)



Incidents by Province (2020 to date)



## Contact Us

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## Update of ERAPs Underway

ERAC is in the process of conducting our annual review and update of the flammable liquids and LPG ERAPs.

One of the changes includes the addition of the response action “hot tapping LPG means of containment.” In March, ERAC was successful in conducting the first hot tap in Canada into a DOT 112 tank car in northern BC. We’ve established a process that includes formal hazard and risk assessments, hot tap procedures, weld procedures for the tank car and for cargo tanks, operator qualification requirement and an awareness video (which was part of the online training for responders this year)

The ERAC operations group continues to conduct welding research and development in various cold weather steel conditions on tank car and tank truck coupons to optimize knowledge and best practices for welding on tank cars and trucks in a variety of conditions that may be encountered.

ERAC is also streamlining the two ERAPs by removing a few of the operational appendices and merging the training and exercise content into the primary document.

ERAC continues to improve our flammable liquids firefighting capabilities to ensure the most robust and quality program in Canada. This is also reflected in the flammable liquids ERAP and on Transport Canada’s EOS system.