

ITEM	12
MANAGER'S REPORT NO.	49
COUNCIL MEETING	1982 09 07

RE: REPORT OF THE RAILWAY TRANSPORT COMMITTEE ON:

- a) RAILROAD TRANSPORT OF DANGEROUS GOODS IN THE GREATER VANCOUVER AREA; AND
  - b) OPERATIONS AT SPECIFIC SITES INCLUDING TRANS MOUNTAIN OIL PIPELINE LTD'S WESTRIDGE TERMINAL
- (ITEM 9, REPORT NO. 48, 1982 AUGUST 23)

MUNICIPAL MANAGER'S RECOMMENDATION:

1. THAT the recommendations of the Chief-Fire Operations be adopted

\* \* \* \* \*

TO: MUNICIPAL MANAGER  
FROM: CHIEF-FIRE OPERATIONS  
SUBJECT: REPORT OF THE RAILWAY TRANSPORT COMMITTEE ON:  
a) RAILROAD TRANSPORT OF DANGEROUS GOODS IN THE GREATER VANCOUVER AREA; AND  
b) OPERATIONS AT SPECIFIC SITES INCLUDING TRANS MOUNTAIN OIL PIPELINE LTD'S WESTRIDGE TERMINAL

RECOMMENDATIONS:

1. THAT Item 9, Report No. 48 dated 1982 August 23 be lifted from the table; and
2. THAT no action be taken by Council on the motion moved and seconded on 1982 August 23 to adopt the recommendations of the Acting Municipal Manager (this being in reference to the recommendations in Item 9, Report No. 48); and
3. THAT with respect to Trans Mountain Oil Pipeline Ltd's Westridge Terminal, the following be adopted as the Municipality's official position for referral to the Canadian Transport Commission's Railway Transport Committee:
  - a) The overhead pipe lines crossing the CP main tracks be placed underground;
  - b) A \*Jordan Guard rail be installed on the main tracks adjacent to the two spur lines;
    - \* An extra track rail running parallel with the rails in service to maintain the cars in an upright position if derailed.  
Terminology: CPR = Jordan Rail  
CNR = Guard Rail
  - c) The current speed limit of 20 mph be retained if overhead pipe lines are placed underground and a Jordan Guard rail is installed, if this is not done, that the speed limit be reduced to 10 mph;
  - d) If such changes cannot be completed by 1983 December 31, the Canadian Transport Commission consider ordering the discontinuance of rail service to the plant as proposed in the report to the Railway Transport Committee; and
4. THAT Council endorse the preparation of a Transportation Plan relative to the movement of hazardous materials subject to the understanding that potential funding assistance be pursued in accordance with terms as contained in the Rail Relocation and Crossing Act; and
5. THAT a copy of this report be sent to Trans Mountain Oil Pipeline Ltd., GVRD and the B.C. Fire Commissioner.

REPORT

BACKGROUND INFORMATION

The Regional Manager for the Canadian Transport Commission (CTC) sent to the Municipality for review and comment a report entitled "Railroad Transport of Dangerous Goods in the Greater Vancouver Region". A covering letter explained that the CTC's Pacific (Vancouver) Region office submitted this report to the Railway Transport Committee who is reviewing the movement of dangerous goods by rail in this area, and that although individual Committee members have examined the study, the content and recommendations in the report have not yet been formally considered by the Committee and therefore the recommendations contained therein do not have the status of Committee decisions or orders of compliance.

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This Municipality is only one of a number of organizations that have been requested to submit comments on the report, and it is staff's understanding that submissions will or have already been made by the City of Vancouver, Trans Mountain Oil Pipe Line Ltd. and others. Our submission, therefore, will presumably be one of many that will be considered by the Railway Transport Committee during its deliberations on a vital matter of concern to the entire Lower Mainland.

A report that was received by Council on 1982 August 23 was tabled for additional information.

ANSWERS TO INQUIRIES

Following are replies to the inquiries made by Council on August 23:

1. Does the Municipality have any jurisdiction to enforce any of the recommendations contained in this report should they be adopted by Council?

Adoption of the recommendations in this report by Council would not require compliance with what is being recommended. As noted in the preamble to the recommendations on the first page of this report, these recommendations upon adoption by Council would simply be sent to the Railway Transport Committee for the Committee's consideration. As to local jurisdiction, the Burnaby Fire Department's authority is virtually limited to fire prevention and suppression measures.

2. Should a speed limit of 10 mph be enforced regardless of whether or not a Jordan rail is installed?

It is the considered opinion of the Burnaby Fire Department that a 20 mph speed limit would be acceptable on the condition that recommendations 1a) and 1b) are implemented, i.e., 20 mph may be retained if the overhead lines are placed underground and a Jordan rail is installed.

3. How many cars of LPG are unloaded at the Westridge Terminal in one year and where does the LPG originate?

Approximately 3,640 cars (14 per day x 5 days per week x 52 weeks). The LPG originates in Alberta.

4. Isn't the required placarding of the LPG cars to identify their contents too small and in the event of an emergency, can they only be read with field glasses?

This is true based on the information that has been made available to the Municipality to date. The ultimate decision for determining the size of placards, however, falls entirely within the purview of the Federal Government through that government's Transportation of Dangerous Goods Act (Bill C-18) which has not yet been enacted into law. Local jurisdictions such as Burnaby have no control over this matter.

5. Is the Burnaby Emergency Measures Committee advised as to shipment of dangerous goods passing through Burnaby?

Not specifically as of this time. It is expected, however, that this type of information will become available to local protective services and other agencies in the near future (as the result of advances in communication systems including video display terminals which can be installed at strategic locations). The Burnaby Fire Department will follow up with the Provincial Fire Commissioner and others, to the extent necessary, to try and get this type of information "on stream".

6. Was a permit issued by the Municipality when the facility was converted from bulk oil to LPG?

A thorough review of records in the Planning & Building Inspection Department reveals that permits were issued for the construction of the LPG storage tanks in conjunction with the conversion of the facility from oil to LPG in 1965/66. While the drawings on file do show an indication of the overhead pipe structure, there is no indication on record that specific construction approval was sought or given for this particular structure. Staff is unable to give Council a more specific answer on this point in that records on file do not contain all of the information that is maintained by the Department on a routine basis.

GENERAL


Mr. Irving's letter to Council which appears on this agenda advises that the Municipality did not consult Trans Mountain Pipe Line Company Ltd. in the preparation of the report that Council received two weeks ago. On August 10, Director Nairn, Chief Fire Prevention Officer R. Jaggard and members of the Burnaby Major Emergency Planning Committee visited Westridge Terminal. Mr. Jack Hume, Superintendent of Operations at the site welcomed staff and explained the processes involving the transfer of LPG. He answered all questions while personally conducting a tour of the area. Mr. Hume's assistant was also present at the time.

CONCLUSION

The Canadian Transport Commission's Railway Transport Committee is expected to commence its deliberations in October on the movement of hazardous goods by rail in the Greater Vancouver Area. We do not know if public meetings will be held, but we have been informed that written submissions from all affected agencies will be most welcome. The Committee has considerable authority and latitude within which to conduct its review and presumably, in due course, will publicly announce its findings.

It is staff's understanding that the Committee will receive a submission from Trans Mountain Oil Pipe Line Company on operations at Westridge Terminal. Given that this is the case, the Committee will have a direct input from the company on its position regarding this matter.

HOB:nc



H. O. Brown  
CHIEF-FIRE OPERATIONS

cc: RCMP  
Planning & Building Inspection Department  
Engineering Department  
Health Department  
Director Administrative & Community Services

