

Town of Cobourg Council Presentation July 11, 2011

Emergency "Off the Rails"

March 27, 2011 2:15 p.m. –
CN train had passed through Cobourg
and was heading through Hamilton
Township to Port Hope when the
derailment occurred

Hamilton Township is located on the shores of Lake Ontario and extends northward to the south shore of Rice Lake. We are part of Northumberland County (our upper tier)

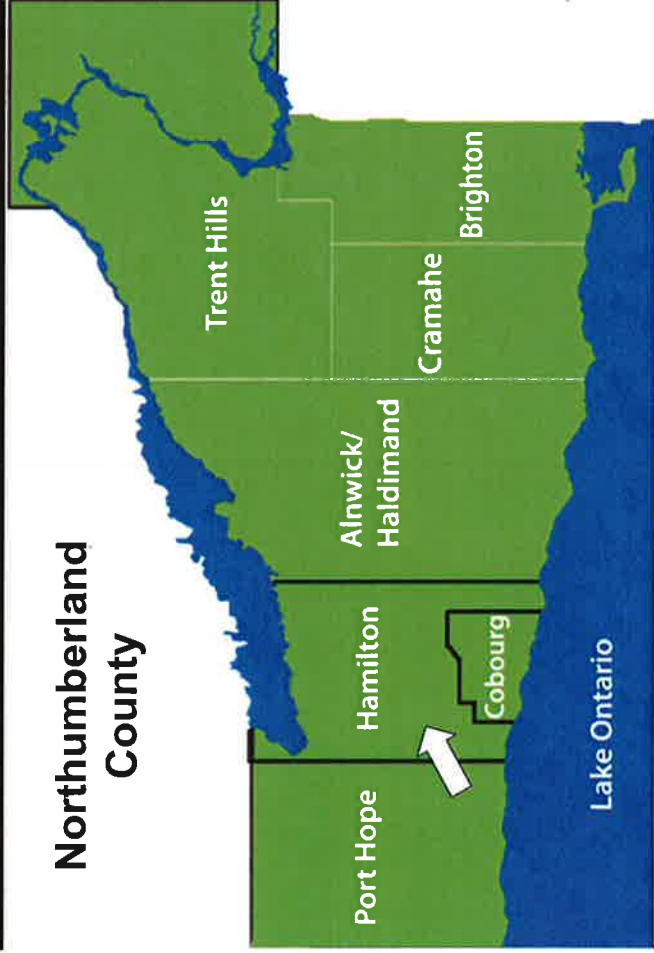
We are approximately mid-way between Toronto and Kingston (off Hwy# 401) ¹⁰⁰

We have 3 volunteer fire departments: Baltimore Fire Dept. responded first to this Emergency on behalf of the Township of Hamilton

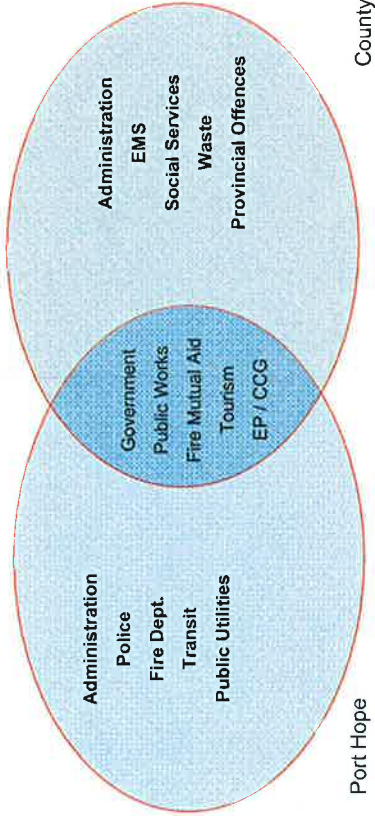
Lessons Learned & Recommendations

- Importance of Unified Command Structure
- Communications (CCG / Site / EMO)
- Media Relations
- Full activation of the CCG
- Public Awareness / Public Education
- Continue to build relationships

Northumberland County



MUNICIPAL COPING RESOURCES



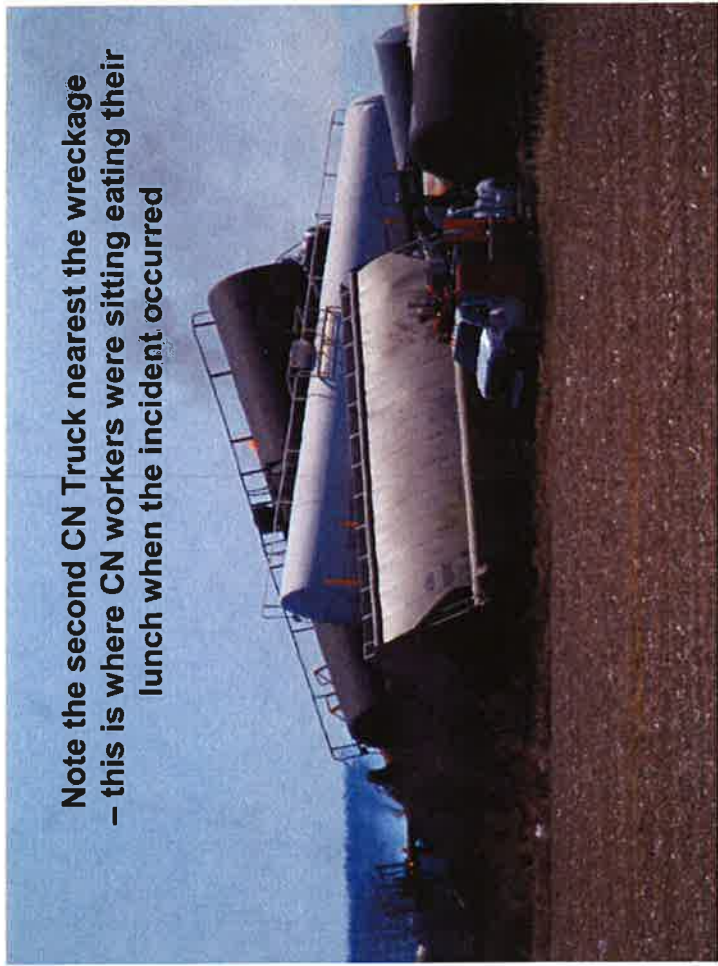
- Port Hope
- Hamilton Twp
- Cobourg
- Alnwick/Haldimand
- Cramahe
- Brighton
- Trent Hills

Note that County Public Works/Social Services and EMS were involved in this Emergency.

The scene firefighters faced on arrival - 12:35 p.m.
 Pictures complements of a passerby just after the incident occurred.



Note the second CN Truck nearest the wreckage – this is where CN workers were sitting eating their lunch when the incident occurred





Initial Response...

- OPP / County Roads Dept detour
- OPP evacuate residents (1.6 km radius)
- Incident Command established on the perimeter
- The Hamilton & County CCG notified
- A grass fire was burning at the scene
- CN Hazmat teams and an OPP helicopter in transit
- EMS established a 24 hour presence for potential injuries

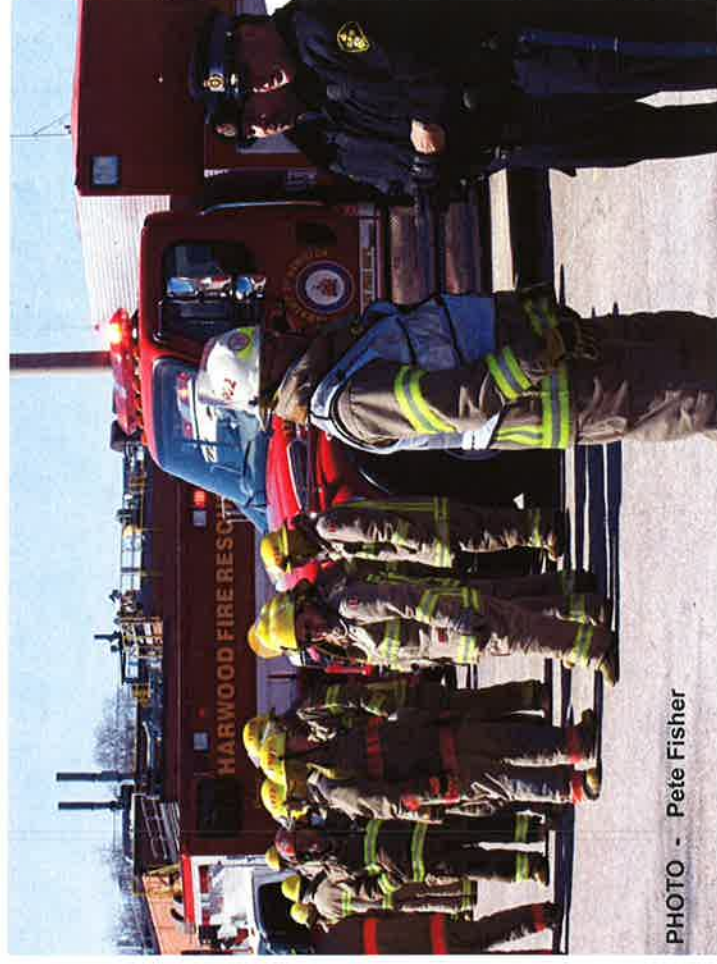


PHOTO - Pete Fisher

Continuing Response. . .

- Various CN personnel arriving at the scene
- Site planning to deal with the hazardous materials
- 6 hour firefighter shifts were set up

EOC Activation 1305

- Partial activation by CAO at Hamilton Twp. Office
- OPP media rep, in the EOC was asked to assume responsibility for media relations
- Initial reports from fire personnel on scene
- Site communicated a derailment had occurred – possibly 7 car derailment
- Later reports confirmed situation much larger

CN Rail was able to confirm contents

- 8 aviation fuel
- 3 butane
- 6 residual butane
- 1 residual ethanol
- 1 flat car
- 1 residual potassium hydroxide
- 3 sulfuric acid
- 3 residual sulfuric acid
- 1 hopper – corn malt



Red Cross asked to help

- 1700 : Site communicated 12 to 24 hours before evacuees could return home.
- “State of Emergency” declared due to evacuation
- Red Cross/County MOU for evacuation:
 - provide information,
 - accommodations,
 - clothing, food and personal
 - (33 people & one dog)

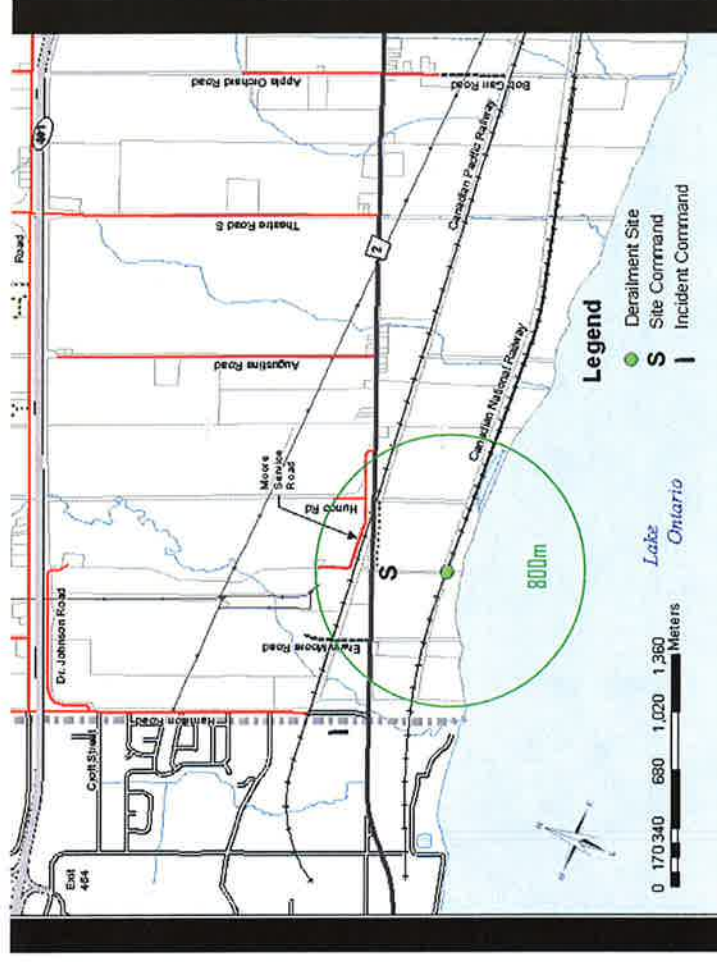


Our signage in the lobby of the Comfort Inn, Port Hope (Mar 27/11)



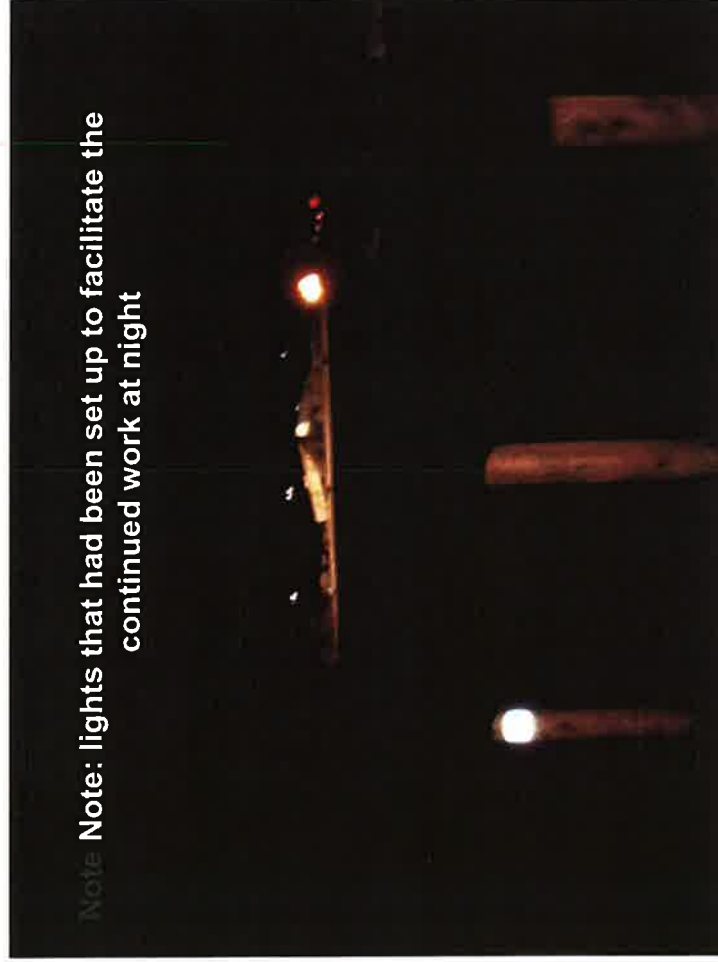
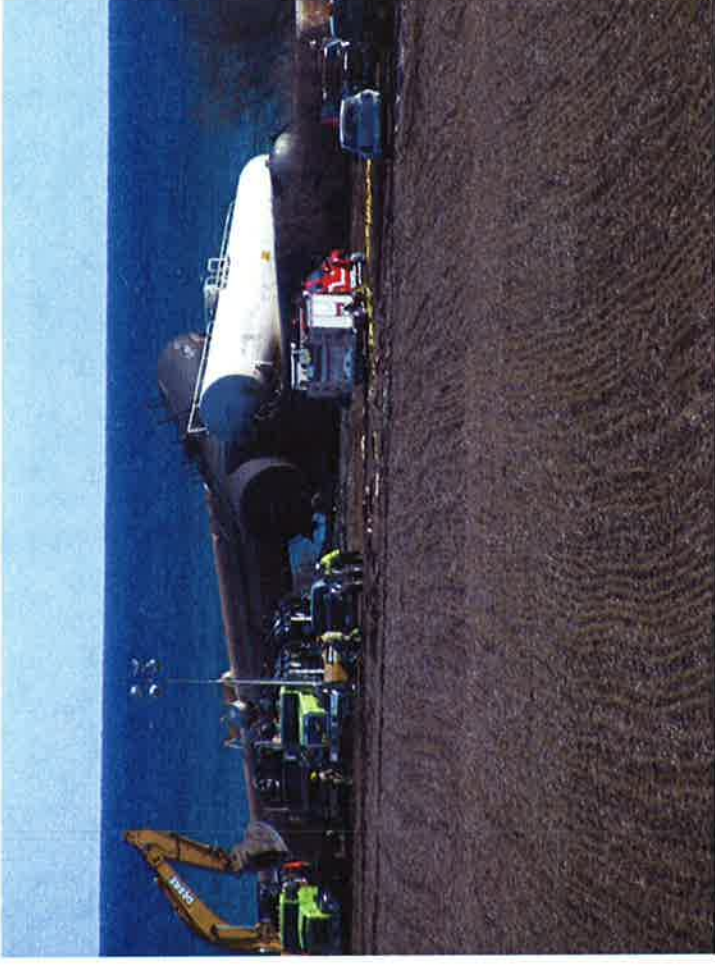
Team members Ami & Ann prepared for clients at the Reception Centre

- ## Further developments
- Evacuation zone reduced between Hamilton Road to Augustine Road
 - Port Hope sewage treatment plant not in the zone
 - The CP line was closed
 - A no fly zone established for safety purposes



The work continues . . .

- Concern was for leakage of aviation fuel
- Sand berms erected to contain leakage
- Heavy equipment was on standby at scene awaiting direction by CN
- CCG advised that affected area would be blanketed with foam; then vacuum trucks to be used
- A boom was deployed in the lake to prevent escape of fuel (precautionary)

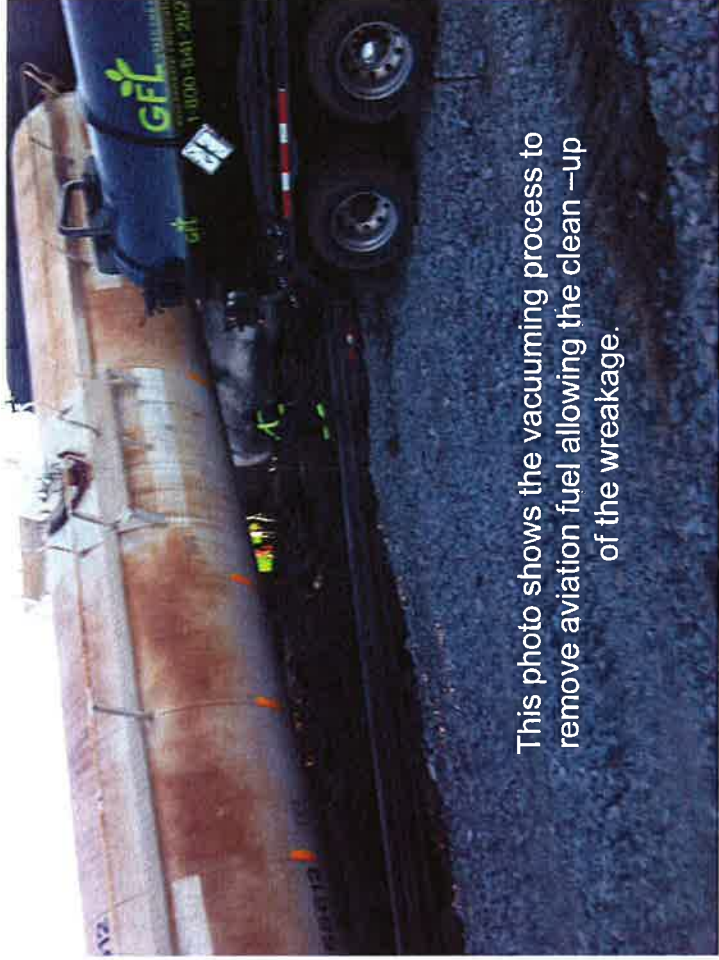


Note: lights that had been set up to facilitate the continued work at night



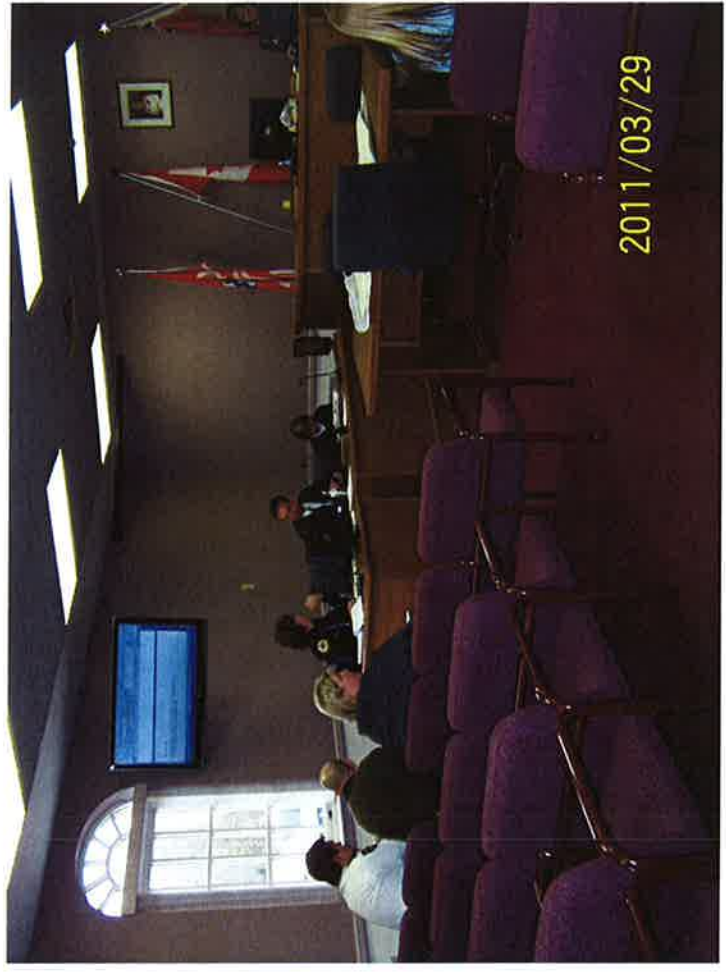
March 28, . . .

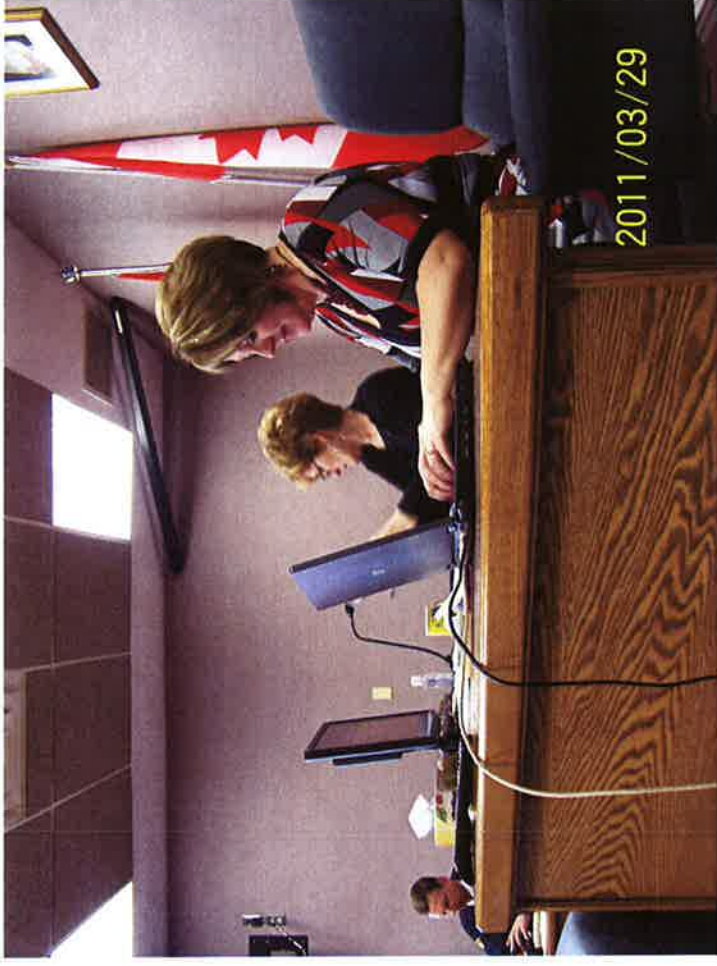
- CP Rail was reopened at 0923 with speed restrictions set by Transport Canada
- The evacuation radius was further reduced to 400 meters
- The “no fly” zone was lifted at noon



This photo shows the vacuuming process to remove aviation fuel allowing the clean-up of the wreckage.







Tuesday, March 29, 2011

- CN advised the CCG that clean up would take at least one week (clean up is on-going)!!!
- All trains are up and running
- A small fire is still burning off track
- CN continues to work with MOE officials to complete environmental clean-up

Tuesday, March 29, 2011

- The State of Emergency was officially ended at 1448
- In hindsight, we might have considered leaving it in effect as half-load restrictions were in place and full loads were being hauled from the site



Environmental Work

- 30 test wells are circling the site (6 to 8 feet deep)
- Vacuum trucks are separating water from aviation fuel
- Fuel waste is being transported to appropriate waste facilities (contractors had been hired)

The Numbers!

- 120,000 litres of aviation fuel spilled
- 6,867,599 litres of contaminated water collected and treated
- 4,882 tonnes of soil excavated and removed from site

What was in our favour?

- The incident happened in a relatively rural area
- Winds were out of the north toward the lake
- Railway bed acted as a giant berm (protecting Lake Ontario)
- Direct access to the scene
- CN indicated they would consider paying expenses
- It was a Sunday afternoon so many of our volunteer fire fighters were available

What was in our favour?

- We were prepared, annual exercises paid off
- Mutual-aid worked extremely well
- Community partners responded and worked well together

What we are proud of . . .

- Our Fire Departments. Deputy Fire Chief, Bill Cane led the initial group on site. The FDs also were key to the Control Group Operations. Mutual Aid partners provided additional manpower and resources from Port Hope, Cobourg and Alnwick-Haldimand
- Our Emergency Plan worked well
- Chief Al Mann, County Coordinator; Ken Stubbings, County CEMC; County Staff, OPP, CN, EMO and the Red Cross all provided expert assistance

Points of Opportunity

Unified Command Structure

- Required of ALL responding agencies
- Required to streamline operations
- Required to enhance communications
- Hospitals need more integration (can be through EMS)

Points of Opportunity

Public Information

- "Central Voice" for emergency information is crucial
- Debriefing with Media identified concern for unreliable information
- Municipal EIOs must network to develop a more detailed communication protocol with the media
 - (A media relations working group)
 - Include media, private EIO, Municipal EIO

Points of Opportunity

Public Education

- Public are not "Getting It"
- Public must be prepared for emergencies
- Public Education Programs need to promote "Ready to Go Emergency Kits" and "72 hour kits"

Points of Opportunity

Evacuation: The Bigger Picture

- ▣ Existing NESC is working
- ▣ NESC must continue
 - Shelter Logistics
 - Shelter exercises
 - Traffic routing
- We need an agreement for the Cobourg Community Center

Points of Opportunity

Planning

- ▣ Need to "Up the Scale"
- ▣ Networking with stakeholders on Response Plans for Hazard Specific Emergencies
 - Weather
 - Floods
 - Transportation (Rail & 401)
 - Local Hazardous Material Sights

Points of Opportunity

Northumberland CEMCs

- ▣ Continued Networking of the CEMC Committee
- ▣ Continued Joint training/exercises enabling cross-training as means for support resources
- ▣ Enforcing Staff training and commitment

Points of Opportunity

Joint Presentation August 17 2011

- ▣ Municipal Presentation (A. Mann, B. Thompson, K. Stubbings)
- ▣ CN Presentation (CN Representatives)
- ▣ Theme:
 - Lessons Learned from the March 27 event
 - Rail Safety Measures
 - Partnership for planning potential future emergencies

