



**REPORT TO THE LEGISLATIVE ASSEMBLY
TRANSPORTATION OF DANGEROUS GOODS
1991**

Prepared by:

**Department of Transportation
Government of the Northwest Territories**

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Introduction

The trucking industry is a large, diverse and constantly changing industry. It is a vital component in the NWT economy. Because the industry utilizes the public highway infrastructure, it is important that the industry share the highway system safely with the general public. For these reasons, the provincial and territorial jurisdictions regulating commercial transport in Canada have developed a complex and specialized body of regulatory law, including the Transportation of Dangerous Goods (TDG) Act (1990).

The Northwest Territories TDG Act (1990) came into effect on August 1, 1991. The Act applies to trucking within the NWT, and essentially mirrors the federal legislation which applies to all inter-territorial movement of dangerous goods. Basically the Act requires carriers of dangerous goods to display placards indicating the nature of the goods carried, and, at the request of the Minister, to prepare emergency plans and show proof of financial responsibility in the event of a spill. Section 62 of the Act requires that the Minister table an annual report providing the following information:

- (a) permits issued under subsection 4(1);
- (b) applications made under subsection 7(1);
- (c) amendment, cancellation or suspension of permits under paragraph 10(d);
- (d) orders issued under subsection 31(1);
- (e) reports made under subsection 34(1);
- (f) directives issued under subsection 35(1);
- (g) appeals commenced under section 36;

- (h) actions taken by the Government of the Northwest Territories for the recovery of reasonable costs and expenses under section 38;
- (i) proceedings instituted in respect of an offence under this Act or the regulations; and
- (j) convictions for a contravention of this Act or the regulations.

This is the first report under this legislation.

Training

The focus of the TDG program in 1991 was on training departmental, municipal and RCMP enforcement personnel to become familiar with provisions of the new Act, including broadened inspection powers and duties, revised offenses and penalties, and requests for company safety plans.

During the year, 11 existing inspectors were given Transportation of Dangerous Goods training, and 3 new inspectors were appointed. The Director of Motor Vehicles in the Department of Transportation, was appointed as Transportation of Dangerous Goods Director under the Act.

Volumes

During 1991, a total of 17,737 vehicles were processed through the Enterprise Weigh Scale, 350 vehicles through the Ft. Liard Weigh Scale and 1800 vehicles through the Inuvik Weigh Scale. Approximately one third of the vehicles carried dangerous goods, primarily hydrocarbon fuels.

In the months of July and August 1991, the Enterprise Weigh Scale surveyed all carriers of dangerous goods. The survey was conducted to update information obtained in the year long Transportation of Dangerous Goods survey undertaken in 1987 by the Department of Renewable Resources.

The results confirmed that the range and relative quantities of hazardous cargoes have not changed markedly since 1987. The table below indicates the approximate annual volumes of dangerous goods carried on the highways of the NWT. This information shows that the most significant hazardous cargoes are the liquid hydrocarbon fuels of gasoline, kerosene/diesel and propane. Similarly, the spills of hazardous materials most commonly reported to the Spill Report Line involve gasoline or diesel fuel spills.

HAZARDOUS MATERIALS

ANNUAL QUANTITIES

	Litres	Kilograms
Gasoline - Automobile/Aviation	22,000,000	16,000,000
Fuel Oil - Diesel/Heating	9,000,000	7,500,000
Liquid Petroleum Gas (LPG) - propane	8,500,000	4,500,000
Ammonium Nitrate		850,000
Acids - Hydrochloric/Sulphuric	400,000	450,000
Explosives - Dynamite		300,000
Cyanide		300,000
Compressed Gases - Acetylene, Argon	200,000	50,000
Carbon Dioxide, Helium Nitrogen		
Oxygen		
Methanol	150,000	100,000
Arsenic Trioxide		100,000
Chlorine	60,000	100,000
Hydrogen Peroxide	15,000	40,000

In June 1991, the Department participated in a National Roadside Survey conducted by the Canadian Council of Motor Transport Administrators (CCMTA). During the five day survey of all vehicles passing the Enterprise weigh scale, 12.5 percent of the carriers were identified as carriers of dangerous goods.

It was also observed that 46 percent of the trucks inspected in this survey were empty. This confirms that goods are generally only carried north into the NWT, with very few backhaul shipments to the south.

Permits, Applications, and Amendments

Section 4(1) of the Transportation of Dangerous Goods Act allows the Minister to issue permits exempting the transportation of dangerous goods from the application of this act or regulations. The Minister may issue the permit where the Minister believes that an emergency situation exists and the exemption is necessary to prevent, reduce or eliminate danger to life, health, property or the environment; or where the Minister is satisfied that the manner of transporting the dangerous goods provides a level of safety at least equivalent to that provided by compliance with the Act.

During 1991, no applications were received either with regards to emergencies or an equivalent level of safety. For extra-territorial carriers who fall under federal legislation, the federal government has issued approximately 2000 permits for equivalent level of safety. These blanket permits apply for all jurisdictions. It is not known how many of these carriers entered the Northwest Territories.

Orders

Section 31(1) of the Transportation of Dangerous Goods Act allows an inspector to issue an order to the owner or person in charge of dangerous goods where the inspector believes a discharge of dangerous goods has occurred or is about to occur or where goods are being transported in contravention to the Act.

No written orders were issued during 1991. During vehicle inspections at the Enterprise Weigh Scale, a minimal number of trucks were noted to have minor fuel leaks or the potential for a fuel discharge. These trucks were detained until problems were rectified. All orders with respect to these incidents were verbal and readily complied with.

Spill Reports

Section 34(1) of the Transportation of Dangerous Goods Act requires that where there is a discharge of dangerous goods, or a reasonable likelihood of such a discharge occurring, the person who owns or has charge of the dangerous goods at the time, shall report the discharge to an inspector, implement the emergency plan of the carrier, and take all reasonable measures to ensure public safety or repair, remedy, reduce any dangerous condition.

During 1991, occurrences involving dangerous goods were reported to the Northwest Territories Spill Report Line or directly to an inspector. Spill reports compiled for 1991 show that 225 spills were reported. Of these spills, 38 were related to road transport, and 34 were classified as minor. The four more serious spills involved diesel or fuel oil and were readily cleaned up by the carrier or shipper responsible.

Directives, Appeals, Recoveries

Section 35(1) of the Transportation of Dangerous Goods Act allows the Minister to direct a person engaged in the transportation of dangerous goods to cease any activity or to perform the activity in a manner consistent with the Act. The Minister was not required to issue any directives during 1991. It should be noted, that at federal and territorial/provincial levels, ministerial directives are issued only under exceptional circumstances.

No appeals to directives took place in 1991.

No actions were initiated for recovery of costs and expenses with respect to spills during this reporting period.

Citations and Convictions

During the period of this report, four summary offence tickets were issued with respect to dangerous goods violations. Two of these were issued for "transporting dangerous goods that are not properly documented" (Section 41). Two others were issued for "transporting dangerous goods that do not have the proper safety marks" (Section 5.1). All four summary offence tickets were paid without the necessity of a court appearance.

Twenty-two written warnings were also issued; eight for improper documentation, nine for improper safety marks and five for failure to produce a certificate of training certificate licence or authorization.

Summary

For the 1991 reporting year, the number of incidents requiring invocation of the Transportation of Dangerous Goods Act (1990) were minimal.

TDG Inspectors located at weigh scale sites in the NWT, monitor and inspect TDG traffic on a regular basis. The low offence rate indicates that industry is generally in compliance with legislation. Vehicle mechanical safety checks at the scales and on the road have demonstrated that trucks operating in the Northwest Territories are in generally good condition. Severe mechanical deficiencies are not common in vehicles transporting dangerous goods. Ongoing monitoring and inspection programs will ensure that current safe practices will continue.

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	ጠቅላይ	የተጨማሪ
ገንዘብ ለማግኘት ሰነዶች	22,000,000	16,000,000
የገንዘብ ለማግኘት ሰነዶች	9,000,000	7,500,000
የገንዘብ ለማግኘት ሰነዶች	8,500,000	4,500,000
የገንዘብ ለማግኘት ሰነዶች		850,000
የገንዘብ ለማግኘት ሰነዶች	400,000	450,000
የገንዘብ ለማግኘት ሰነዶች		300,000
የገንዘብ ለማግኘት ሰነዶች		300,000
የገንዘብ ለማግኘት ሰነዶች	200,000	50,000
የገንዘብ ለማግኘት ሰነዶች	150,000	100,000
የገንዘብ ለማግኘት ሰነዶች		100,000
የገንዘብ ለማግኘት ሰነዶች	60,000	100,000
የገንዘብ ለማግኘት ሰነዶች	15,000	40,000

ላይ ለገንዘብ ለማግኘት ሰነዶች ላይ ማሳሰቢያዎች ናቸው። ለገንዘብ ለማግኘት ሰነዶች ላይ ማሳሰቢያዎች ናቸው። ለገንዘብ ለማግኘት ሰነዶች ላይ ማሳሰቢያዎች ናቸው።

