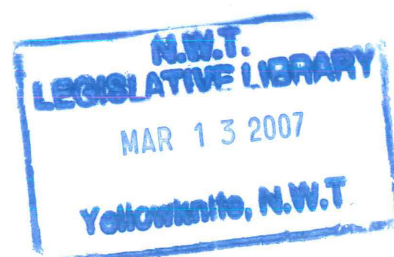




**MINISTER OF TRANSPORTATION'S  
REPORT TO THE LEGISLATIVE ASSEMBLY  
FOR 2006 ON THE TRANSPORTATION  
OF DANGEROUS GOODS ACT (1990)**



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INTRODUCTION

The Northwest Territories *Transportation of Dangerous Goods Act* (1990) came into effect on August 1, 1991. The *Transportation of Dangerous Goods Act* is the territorial complement of the federal *Transportation of Dangerous Goods Act*. The *Transportation of Dangerous Goods Regulations* were amended on August 15, 2002 to meet the clear language requirements. Where the federal legislation applies to the transportation modes subject to its jurisdiction (i.e., air, marine, rail and road transport), the territorial Act applies to road transport operations. In the interests of consistency and national uniformity, the territorial Act references the federal regulations pursuant to the federal Act. In this way, dangerous goods moving in Canada from one mode of transportation to another and/or between jurisdictions are always subject to the same regulations.

Section 62 of the *Transportation of Dangerous Goods Act* requires the Minister of Transportation to table an Annual Report in the Legislative Assembly. It reads as follows:

62. (1) The Minister shall, in respect of the administration of this Act and the Regulations in a year, cause to be prepared a report describing any:

- a) permit issued under subsection 4 (1) ;
- b) application made under subsection 7 (1);
- c) amendment, cancellation or suspension of a permit under paragraph 10 (d) ;
- d) order issued under subsection 31 (1) ;
- e) report made under subsection 34 (1) ;
- f) directive issued under subsection 35 (1) ;
- g) appeal commenced under section 36 ;
- h) action 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 of the regulations ;  
and
- j) conviction for a contravention of this Act or the Regulations.

(2) The Minister shall table the report referred to in subsection (1) at the first session of the Legislative Assembly after the expiry of the year that is the subject of the report.

PROFILE OF DANGEROUS GOODS ON NORTHWEST TERRITORIES  
HIGHWAYS

The Department of Transportation's Road Licensing and Safety Division currently employs 10 Highway Transport Officers who weigh and inspect motor carrier traffic

reporting to its weigh scale facilities at Enterprise, Inuvik and Fort Liard. On road monitoring of motor carrier traffic is also conducted by the Highway Transport Officers on mobile patrols in all regions. The monitoring of motor carrier traffic is carried out exclusively by mobile patrol in the North Slave Region. Highway Transport Officers are trained and designated as Dangerous Goods Inspectors.

The Enterprise Weigh Scale handles the majority of traffic travelling on the NWT highway system. This facility, which may be open for 24 hours a day seven days a week, was open for approximately 59 percent of available time in 2006. While the scale is open, the officers on duty record the types and approximate quantities of dangerous goods moving through their facility by noting the product identification numbers affixed to the vehicles. The volume of specific dangerous goods is determined by averaging the volume for each vehicle configuration and product. Almost all dangerous goods passing through the Enterprise Scale originate in Hay River or south of the Northwest Territories boundary. In 2006, approximately 21,421 loaded transports reported to the Enterprise, Inuvik and Fort Liard scales for inspection. Of these 5,994 were transporting dangerous goods. According to these figures, about 28.0 percent of the loaded transport trucks travelling on Northwest Territories' highways are carrying dangerous goods. Hydrocarbon fuels account for the majority of dangerous goods traffic on the highway system.

The number of trucks reporting to each of the Weigh Scales and the number of trucks carrying dangerous goods is shown in the following table.

Scale	Number of Trucks Reporting	% Change from 2005	Number of Trucks Carrying Dangerous Goods	% Change from 2005
Enterprise	17,807	-5.9	5,690	-6.3
Fort Liard	270	-54.8	53	8.2
Inuvik	3,344	96.7	251	-41.1
Total	21,421	1.0	5,994	-8.4

The following table lists the dangerous goods most commonly carried by truck transports in the Northwest Territories. These quantities are based on the traffic flow through the Weigh Scales at Enterprise, Fort Liard and Inuvik.

Commodity	Enterprise	Fort Liard	Inuvik
Fuel Oil/ Diesel – Heating	164,691,500 l	980,000 l	5,837,600 l
Gasoline – Automotive	11,546,500 l	600,000 l	516,200 l
Aviation Fuels	34,368,000 l	80,000 l	3,182,500 l
Propane	10,598,000 l	200,000 l	150,000 l
Ammonium Nitrate	32,756,000 Kg	0 Kg	0 Kg
Sodium Cyanide	0 Kg	0 Kg	0 Kg
Explosives	30 trucks	0 Kg	0 Kg

PERMITS – 4(1), APPLICATIONS- 7(1) and AMENDMENTS 10(d)

The sections of the TDG Act dealing with permits, applications for permits and their amendment read as follows:

4(1) The Minister may, in accordance with this act and the Regulations, issue permits exempting the transportation of dangerous goods from the application of this Act or the regulations.

7(1) Subject to subsections (2), an application for a permit and a permit must be in writing in a form approved by the Minister.

10. The Minister may

(d) amend, cancel or suspend a permit where the Minister believes on reasonable grounds that the person holding the permit for his or her employees or agents have contravened this Act of the Regulations or a term or condition imposed on the permit.

There were no applications for permits and none were issued, amended, cancelled or suspended in 2006.

ORDERS– 31(1)

Section 31(1) reads:

31.(1) an inspector may issue an order, in accordance with subsection (2), to the owner or person in charge of the dangerous goods from a container, packaging or vehicle transporting the dangerous goods;

(a) there is occurring or has occurred a discharge of the dangerous goods from a container packaging or vehicle transporting the dangerous goods;

- (b) there is a reasonable likelihood of a discharge of the dangerous goods from any container, packaging or vehicle transporting the dangerous goods; or
- (c) the dangerous goods are being transported in contravention of this Act of Regulations.

There were no formal, written orders issued in 2006.

#### SPILLS- 34(1)

Section 34 of the Act pertains to the response to spills of dangerous goods. It reads:

34. (1) Where there is a discharge of dangerous goods from a container, packaging or vehicle transporting dangerous goods, or there is a reasonable likelihood of such a discharge occurring, the person who owns or has charge of the dangerous goods at the time shall, as soon as possible in the circumstances:

- (a) in accordance with the regulations, report any discharge to and inspector or a person designated by regulation;
- (b) implement the emergency plans referred to in section 1.5; and
- (c) subject to any order made under section 31, take all other reasonable emergency measures consistent with public safety to repair or remedy any dangerous condition or reduce or mitigate any danger to life, health or the environment that results or may reasonably be expected to result from the discharge.

As provided in 34(1) (a) above, the Regulations of the territorial TDG Act require that spills of dangerous goods be reported to the Northwest Territories' Spill Report Line. The Department of Indian and Northern Affairs established the Spill Report Line in 1979 by agreement with the federal and territorial agencies with responsibilities for dealing with dangerous goods spills.

The agreement establishes one telephone number to which any and all spills in the Northwest Territories are reported. The spill Report Line is in constant readiness. When a spill is reported, the operator on duty decides which of the participating agencies has jurisdiction and passes the information on for its response. Indian and Northern Affairs Canada, Environment Canada and the territorial Department of Environment and Natural Resources now administer the Spill Report Line on a two-year rotational basis. The Spill Report Line works well in quickly directing a report to the proper agency for a prompt response.

In 2006, 19 road transport related spills were reported to the spill line. Details of the spills are as follows:

Spill Number	Date	Location	Commodity	Spill Quantity
06-010	14-Jan-06	Highway 1, Km 170	Diesel Fuel	12000 L
06-014	16-Jan-06	Mackenzie Highway Winter Road, Km 853	Diesel Fuel	100 L
06-036	12-Feb-06	Lupin Winter Road, Km 54	Diesel Fuel	20 L
06-039	Unknown	Holman, outside Arctic Char Inn	Diesel Fuel	18 L
06-062	22-Feb-06	Nahanni Butte Winter Road, Km 12	Diesel Fuel	30 L
06-064	25-Feb-06	Highway 3, Km 336.7 to 338.8 and Highway 4, Km 0.0 to 28.2	Diesel Fuel	135 L
06-068	27-Feb-06	Lupin Winter Road, Portage #29	Diesel Fuel	100 L
06-069	27-Feb-06	Mackenzie Highway Winter Road, Km 854 (Little Smith Creek)	Diesel Fuel	4 L
06-073	03-Mar-06	Old Airport Road, between RTL Terminal and Kingland Ford	Fuel	Unknown
06-082	09-Mar-06	Highway 4, Km 32.2	Diesel Fuel	14000 L
06-092	13-Mar-06	Snap Lake Winter Road, Portage #8	Diesel Fuel	100 L
06-093	14-Mar-06	Drybones Bay Winter Road	Diesel Fuel	900 L
06-096	17-Mar-06	Highway 4, Km 54.4	Diesel Fuel	340 L
06-095	17-Mar-06	Fox Haul Road, Ekati Diamond Mine	Coolant/Antifreeze	180 L
06-102	20-Mar-06	Stewart Lake Road, Km 3 near Tulita	Barite	Unknown
06-139	10-Apr-06	Rae Access Road, Km 5	Diesel Fuel, Hydraulic Fluid, and Motor Oil	460 L
06-148	31-Mar-06	48 <sup>th</sup> Street, Yellowknife	Diesel	Unknown
06-228	04-Jun-06	Bristol Avenue in front Esso Bulk Plant, Yellowknife	Jet A Fuel	1000 L
06-261	26-Jun-06	Range Lake Road, Yellowknife	Diesel Fuel	15 L

Summary of the above shows that 11 spills were required to be reported under the *Transportation of Dangerous Goods Act*. Another 3 spills were probably required to be reported, but the amount spilled was not known as it was not reported. Five spills were not required to be reported under the *Transportation of Dangerous Goods Act*.

Of the 19 spills reported, most were required to be reported under the *Environmental Protection Act, Spill Contingency Planning and Reporting Regulations*. These regulations are more restrictive and not enforceable by Highway Transport Officers.

Directives – 35(1), Appeals – 36(1) and Recoveries – 38(1)

Sections 35, 36 and 38 of the TDG Act refer to ministerial directives, appeals against Ministerial directives and recoveries of public expenditures made to remedy abandoned or discharged dangerous goods.

35. (1) Where the Minister considers it necessary for the protection of the public, property or the environment, the Minister may 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 intentions of this Act.

(4) A person who receives a directive under subsection (1) may appeal the directive to the Supreme Court within 60 days receiving the directive, but that person shall comply with the directive until the appeal is finally determined.

36. (1) The Government of the Northwest Territories may claim and recover reasonable costs and expenses incurred in taking any measures under section 24, 33 or 34.

Under either the federal or the territorial/ provincial TDG Acts, Ministerial Directives are issued only in exceptional circumstances. The Minister was not required to issue any directives and no appeals to directives were made in 2006.

Action has been initiated for recovery of costs of repairs to Highway #4 resulting from clean up efforts to a 14,000 litre fuel spill that occurred on March 9, 2006 near Kilometre 32.

## CITATIONS AND CONVICTIONS

In 2006 the Department of Transportation issued 5 Summary Offence Tickets for violations of the Northwest Territories *Transportation of Dangerous Goods Act* (1990) and the *Transportation of Dangerous Goods Regulations*.

- 3 Summary Offence Tickets was issued for transporting dangerous goods without safety markers.
- 2 Summary Offence Tickets was issued for transporting dangerous goods without adequate training or without training certificate.

## SUMMARY

Truck traffic through the Enterprise Weigh Scale decreased in 2006 by 6 percent over 2005. The number of trucks carrying dangerous goods traffic decreased by 8 percent. The total volume of bulk fuels carried by trucks in 2006 decreased by about 6 percent compared to 2005.

The reduction in the total number of trucks reporting to the Enterprise Weigh Scale and the number of trucks carrying dangerous goods compared to 2005 is likely due to the shorter winter road season to the diamond mines. There was a 7 percent reduction in the number of trucks on the Tibbitt to Contwoyto Winter Road compared to 2005.