



Module 10: Transportation of Dangerous Goods

Commercial Vehicle Safety Compliance
in Alberta

Module 10: Transportation of Dangerous Goods aims to provide carriers with information about the safe transportation of dangerous goods. The contents of this module include information about:

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This module serves only as a guide and cannot replace regulatory legislation.

However, every effort has been made to ensure the information in this module is accurate at the time of preparation. The material in these documents are not intended to represent a full training course in any subject area covered, nor is it intended to be reproduced or sold for commercial purposes or financial gain.

INTRODUCTION TO DANGEROUS GOODS

A carrier must be aware of dangerous goods laws that may apply to their operations. If a carrier transports dangerous goods incorrectly, they put everyone at risk.

Dangerous goods may cause harm to people, property, or the environment. In Canada, the federal government and each of the provinces and territories has created laws to regulate the transportation of dangerous goods. Dangerous goods are regulated both federally and provincially. This combined approach sets safety standards and shipping requirements for thousands of different types of dangerous goods. The provincial act and regulations adopts the federal regulations and provides Alberta's Dangerous Goods Inspectors with their powers and authorities within the province of Alberta.

Relevant Laws

- The federal Transportation of Dangerous Goods Regulations (SOR/2019-101)
- The federal *Transportation of Dangerous Goods Act* (S.C. 1992)
- The Alberta *Dangerous Goods Transportation and Handling Act* (D 4 RSA 2000)
- The Alberta Dangerous Goods Transportation and Handling Regulation (AR157/1997)

More information of federal Acts and Regulations can be viewed at: <https://tc.canada.ca/en/corporate-services/acts-regulations/list-regulations/transportation-dangerous-goods-regulations>

WHAT ARE DANGEROUS GOODS?

Dangerous goods are solids, liquids, or gases that can harm people, other living organisms, property, or the environment. Carriers must be cautious in the transportation and handling of such materials to ensure the safety of their employees and the public.

The Transportation of Dangerous Goods (TDG) in Alberta is regulated to:

- Protect the public and the environment;
- Promote the safe transport of dangerous goods;
- Provide information to first responders; and
- Provide a standard for the Transportation of Dangerous Goods (TDG) in the province.

Transportation of Dangerous Goods Act

"Dangerous goods" means a product, substance or organism included by its nature or by the regulations in any of the classes listed in the schedule to the Act.

The *Federal Transportation of Dangerous Goods Act* (S.C. 1992) identifies 9 classes of dangerous goods. These classes provide information about how to handle certain items. Some classes are further divided into divisions due to the nature and characteristics of the substances. Dangerous goods may not be transported if they are not classified.

More information about dangerous goods is available online at: <https://www.alberta.ca/transportation-of-dangerous-goods.aspx>

CLASSIFICATION AND CHARACTERISTICS OF DANGEROUS GOODS

The federal TDG Regulations divide dangerous goods into 9 classes according to the type of hazard they present. Some classes of dangerous goods are divided into divisions due to the nature, extent of danger within a class, and substance characteristics.

CLASS	DIVISION	CHARACTERISTICS OF DANGEROUS GOODS
1 Explosives (Sections 2.9 – 2.12)	1.1	A substance or article with a mass explosion hazard
	1.2	A substance or article with a fragment projection hazard but not a mass explosion hazard
	1.3	A substance or article which has a fire hazard along with either a minor blast hazard or a minor projection hazard or both, but does not have a mass explosion hazard
	1.4	A substance or article which presents no significant hazard; explosion effects are largely confined to the package and no projection or fragments of appreciable size or range are to be expected
	1.5	A very insensitive substance with a mass explosion hazard like those substances in 1.1
	1.6	An extremely insensitive article with no mass explosion hazard
2 Gases (Sections 2.13 – 2.17)	2.1	A flammable gas which is easily ignited and burns
	2.2	A non-flammable, non-toxic, non-corrosive gas
	2.3	A toxic gas
3 Flammable Liquids (Sections 2.18 – 2.19)	None	A liquid or liquid containing solid in solution or suspension which has a closed-cup flash point less than or equal to 60° C
4 Flammable Solids; Substances Liable to Spontaneous Combustion; Substances that on Contact with Water Emit Flammable Gases (Water Reactive Substances) (Sections 2.20 – 2.22)	4.1	A solid that under normal conditions of transport is readily combustible, or would cause or contribute to fire through friction or from heat retained from manufacturing or processing, or is a self-reactive substance that is liable to undergo a strongly exothermic reaction, or is a desensitized explosive that is liable to explode if they are not diluted sufficiently to suppress their explosive properties
	4.2	A substance liable to spontaneous combustion, under normal conditions of transport, or when in contact with air, liable to spontaneous heating to the point where it ignites
	4.3	A substance that, on contact with water, emits dangerous quantities of flammable gases or becomes spontaneously combustible on contact with water or water vapour

5 Oxidizing Substances and Organic Peroxides (Sections 2.23 – 2.25)	5.1	A substance which causes or contributes to the combustion of other material by yielding oxygen or other oxidizing substances whether or not the substance itself is combustible
	5.2	An organic substance that contains the bivalent “-O-O-” structure which is a strong oxidizing agent and may be liable to explosive decomposition, be sensitive to heat, shock or friction or react dangerously with other dangerous goods
6 Toxic Substances and Infectious Substances (Sections 2.26 – 2.36.1)	6.1	A solid or liquid that is toxic through inhalation, by skin contact or by ingestion
	6.2	Micro-organisms that are infectious or that are reasonably believed to be infectious to humans or animals
7 Radioactive Materials (Sections 2.37 – 2.39)	None	Substances defined as Class 7, Radioactive Materials in the Packaging and Transport of Nuclear Substances Regulations
8 Corrosives (Sections 2.40 – 2.42)	None	A substance that causes destruction of skin or corrodes steel or non-clad aluminum
9 Miscellaneous Products, Substances or Organisms (Sections 2.43 – 2.45)	None	A substance that does not meet the criteria for inclusion in Classes 1 to 8. This includes marine pollutants and elevated temperature materials

In addition to the class and division, some dangerous goods are also assigned packing groups. These groups reflect the degree of inherent danger of the dangerous goods.

PACKING GROUP	DEGREE OF INHERENT DANGER
I	Great danger
II	Medium danger
III	Minor danger

DOCUMENTATION

The documentation rules are set out in the Federal Regulations, which are then adopted by the Provincial Act and Regulations. When a driver transports dangerous goods, they must also carry a shipping document, waste manifest or any other required documents. When the driver is in the cab, these documents must be within the driver's reach or in a pocket mounted on the driver's door. When the driver is not in the cab, these documents must either be on the driver's seat, in a pocket mounted on the driver's door or in a location that is clearly visible to anyone entering through the driver's door.

All information on a shipping document must be easy to identify and legible. The shipping document must include the following information:

- The name and address of the place of business in Canada of the consignor;
- The date when the shipping document was prepared or first given to the carrier; and
- The description of each of the dangerous goods, in the following order:
 1. The UN number,
 2. The shipping name and immediately after the shipping name unless it is already part of it.
 - For dangerous goods that are subject to special provision 16 in Schedule 2 of the Federal Transportation of Dangerous Goods Regulation, the technical name, in parentheses, of at least one of the most dangerous substances that predominantly contribute to the hazard(s) posed by the dangerous goods, and
 - For a liquefied petroleum gas (LPG) that has not been odorized, the words "Not Odourized" or "Not Odorized"
 3. The primary class, which may be shown as a number only or under the heading "Class" or following the word "Class;"
 4. For dangerous goods with a primary class of Class 1, Explosives, the compatibility group letter following the primary class,
 5. The subsidiary class(es), in parentheses, which may be shown as a number only or under the heading "subsidiary class" or following the words "subsidiary class",
 6. The packing group roman numeral which may be shown under the heading "PG" or following the letters "PG" or following the words "Packing Group;" and
 7. For dangerous goods subject to special provision 23 in Schedule 2, the words "toxic by inhalation" or "toxic – inhalation hazard."
- For each shipping name, the quantity of dangerous goods shown and the unit of measure used to express the quantity which, on a shipping document prepared in Canada, must be a unit of measure included in the International System of Units (SI) (e.g., kg or L), except for dangerous goods included in Class 1. For any explosives, the quantity must be expressed in net explosives quantity (NEQ) or, for explosives with UN numbers subject to special provision 85 or 86 in Schedule 2, in number of articles or NEQ.
- For dangerous goods in one or more small means of containment that require a label to be displayed on them, the number of small means of containment for each shipping name;
- The words "24-Hour Number", or an abbreviation of these words, followed by a telephone number, including the area code, at which the consignor can be reached immediately for technical information about the dangerous goods in transport, without breaking the telephone connection made by the caller.

Dangerous Goods Shipping Document for Road Transport on CANADIAN SHIPMENTS

CONSIGNOR				DESTINATION (City-Town)		
Name:				Name:		
Address:				Address:		
Name of Carrier		Prepaid	Collect	Transport Unit Number		
		☐	☐			
Point of Origin		Shipping Date		Shipper's No.		
REGULATED DANGEROUS GOODS						
UN Number	Shipping Name	Primary Class	Subsidiary Class	Packing Group	Quantity	Packages Requiring Labels
24-Hour Number: _____						
ERAP Reference _____ and Telephone Number _____						
Consignor's Certification I hereby declare that the contents of this consignment are fully and accurately described above by the proper shipping name, are properly classified and packaged, have dangerous goods safety marks properly affixed or displayed on them, and are in all respects in proper condition for transport according to The Transportation of Dangerous Goods Regulations. Name of Consignor: _____						
Special Instructions						
NON-REGULATED GOODS						
Packages	Description of Articles				Weight	
Received in apparent good order			Consignee's Signature		Shipper's Signature	
Received in Apparent Good Order		Driver's Signature		Driver's No.		

Please note that this sample shipping document contains some information that is not required in the TDG Regulations. The additional information reflects current industry practices.

- If the quantity of dangerous goods in a means of containment is less than 10 per cent of the maximum fill limit of the means of containment, the words “Residue — Last Contained” **may be** added before or after the description of the dangerous goods. These words must not, however, be used for dangerous goods included in Class 2, Gases, that are in a small means of containment or for dangerous goods included in Class 7, Radioactive Materials.

For example:

Residue — Last Contained, UN1203, GASOLINE, 3, II
UN1203, GASOLINE, 3, II, Residue — Last Contained

- For dangerous goods for which an Emergency Response Assistance Plan (ERAP) is required under Part 7, Emergency Response Assistance Plan, must include the reference number of the ERAP issued by Transport Canada preceded or followed by the letters "ERP" or "ERAP" and the telephone number, including the area code, to call to have the ERAP activated immediately;
- Consignor's Certification:
 - The certification statement:
“I hereby declare that the contents of this consignment are fully and accurately described above by the proper shipping name, are properly classified and packaged, have dangerous goods safety marks properly affixed or displayed on them, and are in all respects in proper condition for transport according to the Transportation of Dangerous Goods Regulations;” and
 - The certification must be made by an individual who is the consignor or by an individual acting on behalf of the consignor and must set out that individual's name.

If a driver is making more than one dangerous goods delivery, they must show the change in quantity of dangerous goods on the shipping document. These changes must be shown after each delivery. How the carrier shows the change in quantity is the carrier's choice. The carrier can change the number used to express quantity or the carrier may mark on the shipping document, or on a document attached to the shipping document, the additions to or the subtractions from the number used to express quantity. It is the carrier's responsibility to ensure their drivers are keeping the proper documentation when transporting dangerous goods. Failure to keep proper documentation is a violation of section 3.2(1) of the federal Transportation of Dangerous Goods Regulation that could result in a \$480 ticket.

Waste Manifest

A Hazardous Waste Manifest or Recycle Docket issued by Alberta Environment and Parks (AEP) is an acceptable dangerous goods shipping document, as they contain all the required information listed in Section 3.5 of the TDG Regulations. A Hazardous Waste Manifest or Recycle Docket is used when shipping dangerous goods no longer in its original form and intended for treatment, disposal or recycling. These serialized pre-printed forms are available free of charge from AEP. In order to obtain copies of these documents, please contact AEP at 780-427-0666 (dial 310-0000 for a toll free call in Alberta).

Oilfield Waste Manifest

When shipping oilfield production waste in Alberta, a special waste manifest is used. This document was developed by the Alberta Energy Regulator (AER) and meets the requirements for a waste manifest as specified by AEP. This document is similar to the Hazardous Waste Manifest described previously but uses a different waste tracking system.

For information, contact the AER Customer Contact Centre at 1-855-297-8311.

Dangerous Goods Safety Marks

Safety marks and documentation are used to inform people of how to properly handle dangerous goods. Markings and documentation also assist people to quickly and safely respond to spills and incidents.

According to Section 1.4 of the Federal Transportation of Dangerous Goods Regulations, a “dangerous goods safety mark” means a label, placard, orange panel, sign, mark, letter, word, number or abbreviation, or any combination of these things used to identify dangerous goods and show the nature of the danger posed by them. Anyone who offers for transport, transports or imports a means of containment that contains dangerous goods must display each dangerous goods safety mark required by Part 4, Dangerous Goods Safety Marks in the TDG Regulations.” [Section 4.1].

The **consignor** (shipper) must ensure that each small means of containment containing dangerous goods is properly labeled and marked, and that all required placards are displayed on each large means of containment that contains dangerous goods. It is the consignor’s responsibility to provide the carrier with dangerous goods safety marks for the dangerous goods that the consignor is offering for transport or importing and that are to be transported in a large means of containment [Section 4.4].

The **carrier** is responsible for displaying the required dangerous goods safety marks on the large means of containment, unless they are already displayed on it, and ensuring that the required dangerous goods safety marks remain displayed on the small means of containment and the large means of containment while the dangerous goods are in transport. The carrier must also provide, display or remove the dangerous goods safety marks if the requirements for them change while the dangerous goods are in transport [Section 4.5].



General Features of All Dangerous Goods Safety Marks

All dangerous goods safety marks must be:

- Visible and legible;
- Displayed against a background of contrasting colour;
- Made of durable, weather-resistant material that will resist detachment or deterioration;
- Displayed in the appropriate colour specified in the Pantone® Formula Guide, Part 172 of 49 CFR (US Regulations) or Chapter 5.2 and 5.3 of the UN Recommendations on the Transport of Dangerous Goods; and
- Not faded [Section 4.6 of the Transportation of Dangerous Goods Regulations]



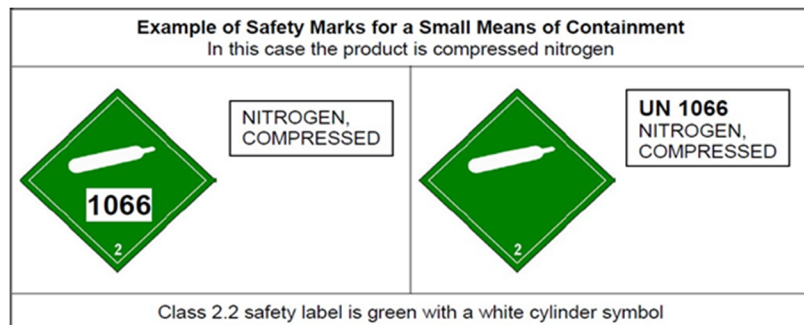
Small means of containment (i.e. a capacity less than or equal to 450 litres) must be labeled. Large means of containment (i.e. a capacity greater than 450 litres) require placards. Transport units that are used to transport dangerous goods must display placards that show the classification of goods they are carrying.

Labels

Labels are a clear way of telling people that a small container holds dangerous goods. There is a specific set of labels representing the different hazards defined by the federal TDG Regulations. The labels may be displayed on any side of the outer surface of a means of containment except for the side on which it is intended to rest or be stacked during transport. The label must also be placed on the shoulder of a cylinder.

If a small means of containment is placed inside another, and the outer container is not opened during loading, transport or unloading, then the label is required to be displayed only on the outer small means of containment.

The small means of containment must also display the UN number and the shipping name of the dangerous goods. The example below shows how a label, UN number, and shipping name are displayed.



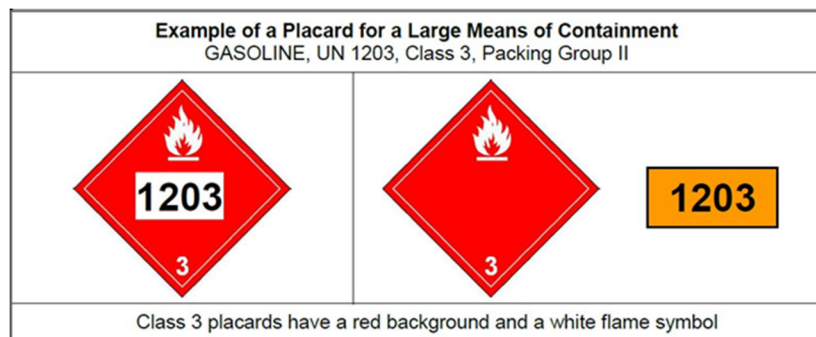
Placards

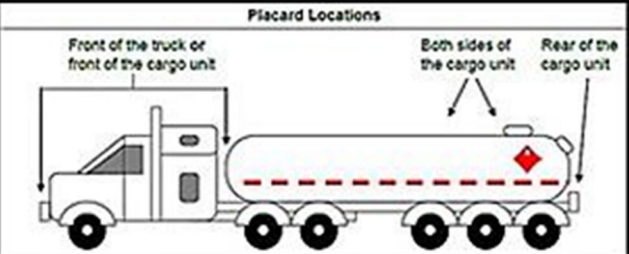
Placards are a clear way of telling people that a large container or transport unit contains larger amounts of dangerous goods. When a collision or spill occurs, these placards alert responders to the presence and nature of the dangerous goods. This allows them to take the correct actions.

The consignor is responsible for providing the placards to the carrier before allowing a carrier to take possession of dangerous goods for transport in a large means of containment on the vehicle. It is a carrier's responsibility to make sure a vehicle has all the proper placards on it before it is loaded.

Drivers must place the placards on each side and each end of the vehicle so anyone looking at the vehicle from any angle will be able to see the signs. The carrier must ensure that the placards remain displayed on the vehicle while the dangerous goods are in transport.

In some cases, a carrier may be required to display a UN number along with the placard according to the TDG Regulations. A placard and UN number must be displayed for a large means of containment if the dangerous goods:



 Classes 1.1, 1.2, 1.3 Explosives	 Class 1.4 Explosives	 Class 1.5 Explosives	 Class 1.6 Explosives	 Class 2.1 Flammable Gases	 Class 2.2 Non Flammable and Non-Toxic Gases
 Class 2.3 Toxic Gases	 Anhydrous Ammonia	 Class 2.2(5.1) Oxidizing Gases and Oxygen	 Class 3 Flammable Liquids	 Class 4.1 Flammable Solids	 Class 4.2 Substances Liable to Spontaneous Combustion
 Class 4.3 Water Reactive Substances	 Class 5.1 Oxidizing Substances	 Class 5.2 Organic Peroxides	 Class 6.1 Toxic Substances	 **Class 6.2 Infectious Substances Label	 Class 6.2 Infectious Substances
 *Class 7 Cat. 1 Radioactive	 *Class 7 Cat. 2 Radioactive	 *Class 7 Cat.3 Radioactive	 **Class 7 Fissile Material Label	 ***Class 7 Radioactive Materials	 Class 8 Corrosives
 Class 9 Misc. Products, Substances or Organisms	 Danger Placard	* Label and optional placard ** Label only *** Placard only		 Placard Locations Front of the truck or front of the cargo unit Both sides of the cargo unit Rear of the cargo unit	

DANGEROUS GOODS TRAINING

Before transporting dangerous goods, a carrier must ensure all employees have knowledge of what they are working with. No person may handle, offer for transport or transport dangerous goods unless they are trained in or under the direct supervision of someone who is trained.

Each carrier is responsible for making sure employees have the proper training necessary to work safely with dangerous goods. Carriers may provide their own training or they may choose to hire a consulting company to do the training for them. Well-trained employees are less likely to encounter an incident.

In all cases, the *employer* must sign a certificate of training. By doing this, they confirm that an employee has the required knowledge and skills required to work with dangerous goods. A certificate is valid for a maximum of three years. Every driver who transports dangerous goods is required by law to produce a certificate of training when requested by a peace officer. A copy of this certificate must also be in the driver's file along with any other proof of training documents.

Training Content

Dangerous goods training must include information that is relevant to an employee's job responsibilities. This may include:

- Transportation of dangerous goods laws
- Classification of dangerous goods
- Safety marks and how to use them
- Safe handling and transportation of dangerous goods
- Proper use of equipment
- Release reporting
- Emergency response measures
- Documentation and Reporting Requirements
- The use of Schedules 1, 2 and 3
- Means of containment

CERTIFICATE OF TRAINING	
Name of Employee has completed training related to the handling/offering for transport / transporting of dangerous goods as indicated on the reverse. This training is in accordance with the requirements of the Transportation of Dangerous Goods Regulations	
Name of Employer	
Address	
City	Province
Expires on: _____ Date of Issue: _____	
Class and Division	Training Received
	Classification
	Shipping names
	Use of Schedules 1, 2 and 3
	Shipping document & train consist
	Safety marks requirements
	Certification safety marks requirements, Safety requirements and safety standards
	Emergency Response Assistance Plan Requirements
	Accidental release reporting requirements
	Safe handling and transportation practices
	Proper equipment use
	Emergency action requirements
	Air transport
Marine transport	
Employee's Signature	

Copy of a Transportation of Dangerous Goods training certificate.

EMERGENCY RESPONSE ASSISTANCE PLAN (ERAP)

An Emergency Response Assistance Plan (ERAP) is a plan that describes what is to be done in the event of a transportation incident involving certain higher risk dangerous goods. The ERAP is required for dangerous goods that require special skills and equipment to respond to an incident.

A consignor must have an approved Emergency Response Assistance Plan in place before they offer to transport certain quantities of dangerous goods as specified in Schedule 1 of the Federal Transportation of Dangerous Goods (TDG) Regulations. The plan must describe the procedures and equipment that will be used to support a response to incidents involving high risk dangerous goods. The plan must also address emergency preparedness, employee training, response exercises and equipment maintenance.

Where multiple consignors use one carrier, the carrier must make sure that the quantities of dangerous goods being transported do not exceed ERAP quantity limits.

For more information about ERAP limits and the application process, call 1-800-272-9600 or go to:
www.tc.gc.ca/eng/tdg/erap-menu-72.htm

REPORTING REQUIREMENTS

As soon as possible after a release or anticipated release, the carrier is required to make an emergency report to the local provincial authority that is responsible for responding to emergencies at the geographic location of the release or anticipated release if the dangerous goods are, or could be, in excess of the quantity set out in the following table if the release endangers, or could endanger, public safety:

CLASS	PACKING GROUP OR CATEGORY	QUANTITY
1	II	Any quantity
2	Not applicable	Any quantity
3, 4, 5, 6.1 or 8	I or II	Any quantity
3, 4, 5, 6.1 or 8	III, or without packing group	30 L or 30 kg
6.2	A or B	Any quantity
7	Not applicable	A level of ionizing radiation greater than the level established in section 39 of the "Packaging and Transport of Nuclear Substances Regulations, 2015"
9	II or III, or without packing group	30 L or 30 kg

In Alberta, the provincial regulations specify that a call must be made to the local police (911) and Alberta Transportation, via Alberta EDGE (Environmental and Dangerous Goods Emergencies), at 1-800-272-9600. 911 should be the first point of call if there is a risk to human life where emergency services are required.

Immediately after reporting the incident to the local police and EDGE, the carrier must make a release or anticipated release report to the Canadian Transport Emergency Centre (CANUTEC) at 1-888- CANUTEC (1-888-226-8832) or 613-996-6666, in addition to the local provincial authority, if the release or anticipated release result in:

- The death of a person;
- A person sustaining injuries that required immediate medical treatment by a health care provider;
- An evacuation of people or their shelter in place;
- The closure of a facility used in the loading and unloading of dangerous goods, or a road, a main railway line, or a main waterway;
- A means of containment has been damaged to the extent that its integrity is compromised; or
- The centre sill or stub sill of a tank car is broken or there is a crack in the metal equal to or greater than 15 cm.

An **emergency report** to the **local provincial authority** must include the following information:

- The name and contact information of the person making the report;
- In the case of a release of dangerous goods, the date, time and geographic location of the release;
- In the case of an anticipated release of dangerous goods, the date, time and geographic location of the incident that led to the anticipated release;
- The mode of transport used;
- The shipping name or UN number of the dangerous goods;
- The quantity of dangerous goods that was in the means of containment before the release or anticipated release;
- In the case of a release of dangerous goods, the quantity of dangerous goods estimated to have been released; and
- If applicable, the type of incident leading to the release or anticipated release, including a collision, roll-over, derailment, overfill, fire, explosion or load-shift.

A **release or anticipated release report** to the **local provincial authority and CANUTEC** must include the following information:

- The name and contact information of the person making the report;
- In the case of a release of dangerous goods, the date, time and geographic location of the release;
- In the case of an anticipated release of dangerous goods, the date, time and geographic location of the incident that led to the anticipated release;
- The mode of transport used;
- The shipping name or UN number of the dangerous goods;
- The quantity of dangerous goods that was in the means of containment before the release or anticipated release;
- In the case of a release of dangerous goods, the quantity of dangerous goods estimated to have been released;
- If applicable, the type of incident leading to the release or anticipated release, including a collision, rollover, derailment, overfill, fire, explosion or load-shift;
- If applicable, the name and geographic location of any road, main railway line or main waterway that was closed;
- A description of the means of containment containing the dangerous goods;
- If applicable, an estimate of the number of people evacuated or sheltered in place; and
- If applicable, the number of deaths and the number of persons who sustained injuries that required immediate medical treatment by a health care provider.

Carriers must send a written follow-up report within 30 days of a release to the Director General, Transport Dangerous Goods Directorate, Transport Canada, if the release or anticipated release involves notification to CANUTEC. Transport Canada's Transportation of Dangerous Goods 30-Day Follow-Up Report template is located at https://www.wapps.tc.gc.ca/Corp-Serv-Gen/5/forms-formulaires/download/16-0086_BO_PX

ALBERTA EDGE (ENVIRONMENTAL AND DANGEROUS GOODS EMERGENCIES)

Alberta EDGE operates 24 hours a day, 7 days a week to provide information to the public and industries on dangerous goods compliance. Alberta EDGE is also an emergency response centre for all transportation of dangerous goods (TDG) incidents.

Alberta EDGE:

- Provides compliance information related to the federal and provincial dangerous goods legislation;
- Provides federal and international requirements for the shipment of dangerous goods by air, road, rail or marine modes of transportation; and
- Provides interpretive information for the on-highway enforcement process as well as awareness material for inspectors, industry and the general public.

Emergency Reporting

Alberta EDGE serves as Alberta's provincial reporting authority and:

- Manages all TDG emergency calls and assess the severity of dangerous goods incidents;
- Provides assistance to emergency response personnel attending the scene of an incident in which dangerous goods are involved, or may become a matter for concern; and
- Communicates openly with related departments in the event of an emergency or safety-related incident.

For more information, please contact Alberta EDGE (Environmental and Dangerous Goods Emergencies) at:



RESOURCES FOR CARRIERS

For more information on the Transportation of Dangerous Goods, carriers are strongly encouraged to consult with the following resources.

RESOURCE	WEB LINK
<i>Transportation of Dangerous Goods Act, 1992 (S.C. 1992)</i>	http://laws-lois.justice.gc.ca/eng/acts/T-19.01/index.html
Transportation of Dangerous Goods Regulations (SOR/2016-95)	https://tc.canada.ca/en/corporate-services/acts-regulations/list-regulations/transportation-dangerous-goods-regulations
The Alberta <i>Dangerous Goods Transportation and Handling Act</i> (D-4 RSA 2000)	https://www.qp.alberta.ca/1266.cfm?page=d04.cfm&leg_type=Acts&isbncln=9780779821297
The Alberta Dangerous Goods Transportation and Handling Regulation (AR 157/1997)	https://www.qp.alberta.ca/1266.cfm?page=1997_157.cfm&leg_type=Regs&isbncln=9780779805761
Transport Canada – TDG Training Criteria	www.tc.gc.ca/eng/tdg/training-menu-266.htm
Organizations Providing Dangerous Goods Training – Search Engine for TDG Training Agencies	http://wwwapps.tc.gc.ca/saf-sec-sur/3/train-form/search-eng.aspx
Transport Canada – Emergency Response Assistance Plans	www.tc.gc.ca/eng/tdg/erap-menu-72.htm
Canadian Transport Emergency Centre (CANUTEC)	www.tc.gc.ca/eng/canutec/menu.htm

MODULE 10 APPENDICES

Appendix 1 Incident Reporting: Provincial Authority Contact Numbers

Appendix 2 Sample Dangerous Goods Shipping Document

APPENDIX 1: PROVINCIAL AUTHORITIES

PROVINCE	AUTHORITY CONTACT
Alberta	• The local police; and • Alberta Transportation, via Alberta EDGE at: 1-800-272-9600; • Edmonton area: 780-422-9600
British Columbia	• The local police; and • The Provincial Emergency Program at: 1-800-663-3456
Manitoba	• The local police or the fire department; and • The Department of Conservation at: 204-945-4888
New Brunswick	• The local police; or • The appropriate authorities at: 1-800-565-1633
Newfoundland	• The local police; and • The Canadian Coast Guard at: 709-772-2083
Northwest Territories	• The appropriate authorities at: 867-920-8130
Nova Scotia	• The local police; or • The appropriate authorities at: 1-800-565-1633 or 902-426- 6030
Nunavut Territory	• The local police; and • Nunavut Emergency Services at: 1-800-693-1666
Ontario	• The local police
Prince Edward Island	• The local police; or • 1-800-565-1633
Quebec	• The local police
Saskatchewan	• The local police; or • The appropriate authorities at: 1-800-667-7525
Yukon Territory	• The appropriate authorities at: 867-667-7244

*Note: When a report is made directly to the local police, it is expected that they will inform the local fire department.

APPENDIX 2: SAMPLE SHIPPING DOCUMENT

Dangerous Goods Shipping Document for Road Transport on CANADIAN SHIPMENTS

CONSIGNOR Name: _____ Address: _____			DESTINATION (City-Town) Name: _____ Address: _____			
Name of Carrier _____			Prepaid ☐ Collect ☐		Transport Unit Number _____	
Point of Origin _____			Shipping Date _____		Shipper's No. _____	
REGULATED DANGEROUS GOODS						
UN Number	Shipping Name	Primary Class	Subsidiary Class	Packing Group	Quantity	Packages Requiring Labels
24-Hour Number: _____						
ERAP Reference _____ and Telephone Number _____						
Consignor's Certification I hereby declare that the contents of this consignment are fully and accurately described above by the proper shipping name, are properly classified and packaged, have dangerous goods safety marks properly affixed or displayed on them, and are in all respects in proper condition for transport according to The Transportation of Dangerous Goods Regulations. Name of Consignor : _____						
Special Instructions _____						
NON-REGULATED GOODS						
Packages	Description of Articles			Weight		
Received in apparent good order				_____ Shipper's Signature		
_____ Consignee's Signature				_____ Shipper's Signature		
Received in Apparent Good Order	Driver's Signature			Driver's No.		

Please note that this sample shipping document contains some information that is not required in the TDG Regulations. The additional information reflects current industry practices.