

Greater Sudbury Emergency Management Advisory Panel

Friday, September 5, 2014

Emergency Management Program Training

- **BEM**
 - September 25 & 26 (full)
 - November 27 & 28 (12 seats)

Emergency Management Program On Going

Spills Response Plan

- Working with W/WW to develop a multi agency plan

CSA Z1600

- SMT approval to begin planning for Z1600 implementation

CGS Fuel Management Plan during Emergencies

- Plan to set out priorities for fuel usage/distribution

Community Evacuation Plan

- Plan to direct the actions required for a major community evacuation

Emergency Management Program Activities

- Radio Project – new P25 system
- Hosted CN-CP Railway Safety course and E.C. CANWARN Workshop
- Tour of EOC & MCU for OMSSA conference delegates
- Hiring of Emergency Management Officer
- Joint Emergency Services Operational Advisory Group (JESOAG)
- Bereavement Symposium for Emergency Personnel
- CGS Risk Manager – Role in an emergency response

Emergency Management Program Activities

- GSERV – Planning for training session for volunteers
- Emergency Social Services Plan
- Emergency Citizen Centre Inquiry Plan
- Review and update BEM course curriculum
- Joint Vale Tailing Dam Breach Plan
- Send Word Now implementation
- Emergency Services Strategic Plan
- Annual exercise planning

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Public Education

- Information booth: Seniors Information & Active Living Fair September 19, 2014, Parkside Centre
- Information Booth: CGS Health & Wellness Fairs (Oct)
- Disaster Dinning Challenge - Red Cross & Wal-Mart partnership (Aug 14)
- Better Beginnings Better Future – BBQ – EP handouts

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Emergency Services Ice Bucket Challenge

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Transportation of Dangerous Goods - Speed Limits

Track Type	Freight	Passenger
Excepted track*	10 mph (16km/h)	Forbidden
Class 1	10 mph (16km/h)	15 mph (24km/h)
Class 2	25 mph (40km/h)	30 mph (48km/h)
Class 3	40 mph (64km/h)	60 mph (97km/h)
Class 4	60 mph (97km/h)	80 mph (129km/h)
Class 5	80 mph (129km/h)	95 mph (153km/h)
Class 6	110 mph (177km/h)	

* Excepted track do not meet standards for bridge approach, passengers or dangerous goods; its use requires annual risk assessment

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Transportation of Dangerous Goods - Speed Limits

There are three different sets of speed limits posted for any given stretch of track - freight trains (with additional limits for different types of freight trains or specific restricted loads), "regular" passenger trains such as GO trains or stainless steel equipment, and LRC* equipment. LRC's are allowed higher speeds because of their tilting, their light weight and braking ability, and that they were designed and built for operation up to 125mph.

* Light, Rapid Comfortable

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Transportation of Dangerous Goods - Speed Limits

There may be other speed limits as well - for instance, VIA's F40's are limited to 90 or 95mph, regardless of the speed limits of the track they are running on.

There are local speed limits for physical situations - Permanent Slow Orders. For instance, the bridge over the Ganaraska River Valley at Port Hope has a PSO of 45mph for all trains because of the curves to the west and the condition of the bridge.

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GSEMAP 2014 Meetings

- December 5

Questions/Discussion