

GEMC ENVIRONMENTAL MANAGEMENT CONSULTANTS INC. NEWSLETTER



NOVEMBER 2009



GEMC NOW SELLS UN PACKAGING!

When transporting "Dangerous Goods", in most cases, the packaging has to be certified to UN standards. The international agreements for the carriage of dangerous goods require packaging to be of a design-type certified by a national competent authority. This involves testing the packaging against the appropriate UN specification to ensure its suitability for the carriage of certain dangerous goods. Such packaging is often referred to as "type-approved", "UN Approved" or "UN certified" and marked in a particular way, prefixed by the UN logo and followed by codes.

The UN Marking System - The U.N. marking system indicates several characteristics of the packaging, as well as information on the test levels the packaging has successfully passed. Because these test levels are related to the hazard level and physical and chemical characteristics of the substance to be filled, the markings also indicate some of the properties of the materials that may be packed in each container.

Are you frustrated with all of the paperwork, packaging and marking of your Dangerous Goods?

Let us do the work for you.

We have been assisting our clients with their packaging requirements for years. We will be able to

- Proper Classification
- Performance Packaging
- Application of labels and safety marks
- Completion of all necessary paperwork

MISSISSAUGA TRAIN DERAILMENT: 30TH ANNIVERSARY, NOVEMBER 2009 –

On November 10, 1979, a Canadian Pacific (CP) train lost one of its wheels, resulting in the derailment of 24 cars carrying six dangerous ingredients - propane, caustic soda, styrene, toluene, fiberglass insulation and chlorine. The flammable liquids and vapours caused a massive explosion with flames reaching more than 1500 metres that could be seen 100 kms away. Evacuations began two hours after the explosion and continued until more than 218,000 Mississauga residents were evacuated. Many residents were unable to return home for one week. Although the fallout from derailment was substantial - displaced people, closed highways, massive traffic jams, abandoned animals - there were no lost lives or serious injuries. What could have been a disaster of enormous proportions became the "Mississauga Miracle." The derailment put Mississauga on the map because it instigated legislative change for the transportation of dangerous goods, providing the world with a shining example of efficient emergency planning."



We have this book available in both spiral bound or perfect bound. Now available 2010 A.I.R. Shipper - order your copy today.

TRAIN THE TRAINER - December 8, 9, 10/09 - Our very popular train the trainer course is back by popular demand. We have a few spots left so if you are interested please call our office immediately as we have very limited space.

'SERIOUS' HAZMAT SPILLS NOT REPORTED - As reported by USA today. WASHINGTON — Nearly half of all "serious" hazardous materials spills on roads, rails, airstrips and waterways go unreported to the government, leaving investigators without data used to identify unsafe carriers and containers, federal records show. **DATA: Unreported spills** Although the Department of Transportation (DOT) says accurate incident data is critical to ensuring that hazmat carriers operate safely, it rarely uses its authority to penalize haulers that don't file the required reports after spills. From 2006 through 2008, hazmat carriers failed to report 1,199 "serious" incidents, such as larger spills that cause substantial evacuations, major road closures, serious injuries, or releases of especially dangerous materials. The number of serious incidents that were reported: 1,403. The DOT's Pipeline and Hazardous Materials Safety Administration began identifying unreported incidents in 2005 using news accounts and logs from emergency response agencies. USA TODAY requested the previously unreleased data. Hazmat carriers are required to report spills to DOT, and the data "are directly related to the department's ability to ... protect the public from the inherent hazards associated with (hazmat) transportation," the safety administration said in a statement. Besides being used to spot unsafe haulers and containers that are prone to failure, the data also help "identify precursors to potential high consequence incidents." However, since Jan. 1, 2006, the agency has sanctioned just seven carriers for not reporting serious hazmat spills; four were fined up to \$2,750 each. All other cases were handled with warnings.



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