



TRANSPORTATION OF DANGEROUS GOODS (TDG)

Guide for reporting dangerous good incidents



Transport
Canada

Transports
Canada

Canada 

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Cette publication est également disponible en français sous le titre "Guide pour la déclaration des incidents impliquant des marchandises dangereuses".

TP No. 15294E

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INTRODUCTION

This guide is for reference only, and has no legal force or effect. Consignors, carriers and consignees are responsible for consulting the Transportation of Dangerous Goods Regulations (TDG Regulations) to determine exact requirements. If there is a conflict between the guide and the TDG Regulations, the TDG Regulations takes precedence.

This guide is for any person involved in any way with the transport of dangerous goods. During such activities, incidents may occur that may lead to a release or anticipated release. Duty to report is described in [section 18\(1\) of the Transportation of Dangerous Goods Act, 1992](#) (TDG Act), and referenced in [Part 8 of the TDG Regulations](#).

In these cases, the TDG Act provides that any person (**you**, e.g. a driver, a company representative, a shipmaster, a train operator, etc.) who has the charge, management or control of a means of containment, shall report any release or anticipated release (for example: spills or accidents), loss or theft of dangerous goods that is or could be in excess of a quantity or concentration specified by regulation from the means of containment if it endangers, or could endanger, public safety.

- **You:** the person who needs to report

As such, this guide aims to familiarize you with reporting requirements and to help you determine which report is required for your situation and to prepare it. Throughout the guide we provide information and tips for completing the forms. Each section also includes links to:

- the relevant section of the TDG Regulations; or
- any other available information or resources.

To better understand the form's definitions and basic concepts, we strongly suggest you read this section before going further: [Definitions related to reports](#).

If you are already familiar with the material in the above-mentioned section, you can directly consult the [Reports required by Transport Canada](#).

DEFINITIONS RELATED TO REPORTS

Before you start to complete the form, we suggest you become familiar with:

- the terms most often used in the incident report involving dangerous goods; and
- various important concepts to understand Part 8 - Reporting Requirements of the TDG Regulations.

You can find the **official definitions** in [Section 1.4 of the TDG Regulations](#) or in the [TDG Act](#), both of which have force of law. Undefined words have the same meaning as in the dictionary. Some definitions are provided here as guidance and they have no legal standing if not listed in the TDG Act or Regulations.

Index of the definitions for commonly used words.

Aerodrome	Consignor	Means of transport
Air cargo facility	Dangerous goods	Public safety
Anticipated release	Dangerous goods mark	Release
CANUTEC	ERAP	Runway
Closure (facility, railway line, road and waterway)	Facility	Undeclared or misdeclared dangerous goods
Compliance mark	Handling	Unlawful interference
	Means of containment (MOC)	

Aerodrome

The online tool “Termium Plus” defines an [aerodrome](#) as:

A defined area on land or water (including any buildings, installations, and equipment) intended to be used either wholly or in part for the arrival, departure, and surface movement of aircraft. Definition officially approved by the International Civil Aviation Organization (ICAO).

Air cargo facility

An air cargo facility is used to receive or transfer cargo that is transported or to be transported by aircraft.

Anticipated release

Anticipated release means that, for example:

- An incident has occurred and dangerous goods will likely have to be transferred to another means of containment;
- A means of containment is damaged to the extent that its integrity is compromised and dangerous goods could be released;

- A means of containment does not comply with regulations, safety standards, and safety requirements during the course of the handling or transporting of dangerous goods;
- A means of containment is exposed to a fire or unusual temperatures; or
- A means of containment is lost in navigable waters.

Such as:

- Package of lithium batteries with signs of overheating.
- Leaking or shifted Intermediate bulk container (IBC) has to be offloaded into another IBC.
- Rail tank car with a dent on the side and product needs to be transferred.
- Gas cylinder with a damaged valve.
- Container of infectious material with damaged outer packaging.
- Highway tank has been involved in an accident (rollover, impact, tire fire, wheel off, in the ditch or other damage to the truck or tank) and product needs to be transferred to another highway tank.
- Waves breaking over the deck in a storm swept a container out to sea.

Canadian Transport Emergency Center (CANUTEC)

CANUTEC is operated by Transport Canada's (TC) Transportation of Dangerous Goods (TDG) Directorate.

In the event of an emergency involving dangerous goods, call CANUTEC at **1-888-CAN-UTEC (226-8832)**, **613-996-6666** or ***666** on a cellular phone. CANUTEC's emergency response advisors provide immediate advice over the phone about the actions to take and to avoid during a dangerous goods emergency. They can also send technical information to local authorities responsible for responding to emergencies by email or fax during an incident.

Closure

Facility

In the transport of dangerous goods, a facility closure refers to the closure of any facility where dangerous goods are handled.

For example:

- A line of Methanol was left open overnight and created a flammable environment.
- A facility closure due to a release or spill that results in a fire or explosion that endangers Public Safety.
- A closure of all loading/unloading on-site and/or complete evacuation of personnel in the loading area or entire facility due to posing immediate danger to health and safety.

- A closure of the facility due to an incident that has caused damage to the means of containment, loading/unloading equipment or the environment.
- The implementation of an Emergency Response Assistance Plan (ERAP) for the goods involved or facility Emergency Response Plan (ERP) to protect public safety.
- A derailment occurs in the yard of a plant. The lines are closed for a few hours while responders transfer the cargo to another tank car and place the first car back on the rails. This example also applies to railway line below.

Railway Line

In the transport of dangerous goods, a railway line is considered closed when movements are impossible for any period of time (whether for a few minutes, a few hours or a few days) due to a release or anticipated release of dangerous goods.

Main track: A track of a subdivision extending through and between stations governed by one or more methods of control upon which movements, track units and track work must be authorized. ([Canadian Rail Operating Rules](#))

For example:

- A train carrying dangerous goods derails on the main railway line, causing a release due to damage to the tank car. Trains cannot use the line until the site is cleaned up of dangerous goods.
- A tank car carrying dangerous goods is involved in a collision at a level crossing and needs to be transferred. Transportation routes are closed until the site is cleaned up of dangerous goods.

Road

In the transport of dangerous goods, a road closure is any change in the traffic patterns implemented by local authorities or emergency response personnel of a roadway including its closure, whether due to the release of dangerous goods or their transfer in the event of an anticipated release.

For example:

- After a release occurs on a highway, one westbound lane is temporarily closed by police while the two eastbound lanes remain open to traffic.
- A tank truck is on its side in a ditch on a rural road and the dangerous goods are transferred to a second tank truck. Emergency response personnel create a buffer zone with pylons and traffic is allowed through one lane at a time.
- An incident or collision has occurred involving a transport truck or tanker unit carrying dangerous goods that has damaged the unit and left it inoperable and is blocking a complete or partial laneway or intersection that requires traffic to be detoured by police for safety reasons and/or to transfer the dangerous goods.
- A train derails, and a release occurs on the railway lines near a road. The road is closed by Royal Canadian Mounted Police to all traffic to protect the public, secure the perimeter and allow a cleanup.

Waterway

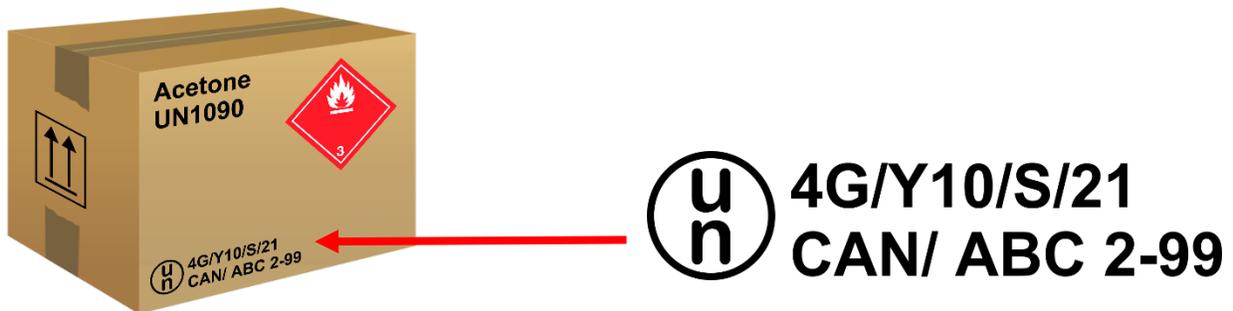
In the transport of dangerous goods, a waterway closure refers to the closure of a waterway where dangerous goods are transported.

Compliance mark

The [TDG Act](#) defines a compliance mark as:

A symbol, device, sign, label, placard, letter, word, number or abbreviation, or any combination of those things, that is to be displayed on a means of containment used or intended to be used in importing, offering for transport, handling or transporting dangerous goods to indicate compliance with a safety standard that applies under the regulations.

For example:



Consignor

Under the [TDG Regulations](#), a consignor:

Means a person in Canada who:

- is named in a shipping document as the consignor;
- imports or who will import dangerous goods into Canada;
- if paragraphs (a) and (b) do not apply, has possession of dangerous goods immediately before they are in transport.

A person may be both a consignor and a carrier of the same consignment, for example, a manufacturer who also transports the dangerous goods he or she produces.

Dangerous goods

Under the [TDG 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.

Schedule to the Act

- **Class 1**
Explosives, including explosives within the meaning of the [Explosives Act](#)
- **Class 2**
Gases: compressed, deeply refrigerated, liquefied or dissolved under pressure
- **Class 3**
Flammable and combustible liquids
- **Class 4**
Flammable solids; substances liable to spontaneous combustion; substances that on contact with water emit flammable gases
- **Class 5**
Oxidizing substances; organic peroxides
- **Class 6**
Poisonous (toxic) and infectious substances
- **Class 7**
Nuclear substances, within the meaning of the [Nuclear Safety and Control Act](#), that are radioactive
- **Class 8**
Corrosives
- **Class 9**
Miscellaneous products, substances or organisms considered by the Governor in Council to be dangerous to life, health, property or the environment when handled, offered for transport or transported and prescribed to be included in this class

In the TDG Regulations, the words "Class 7, Radioactive Materials" are used rather than the words that are used in the schedule to the Act, "Class 7, Nuclear Substances" within the meaning of the [Nuclear Safety and Control Act](#), that are radioactive". As such, the Regulations are more easily read in conjunction with international documents incorporated by reference in them.

Dangerous goods mark

The [TDG Act](#) defines a dangerous goods mark as:

A symbol, device, sign, label, placard, letter, word, number or abbreviation, or any combination of those things, that is to be displayed to indicate the presence or nature of danger on dangerous goods, or on a means of containment or means of transport used in importing, offering for transport, handling or transporting dangerous goods.

For example: a placard showing the primary class and UN number for gasoline.



Emergency Response Assistance Plan (ERAP)

The [TDG Regulations](#) defines an ERAP as:

A plan that outlines what is to be done if there is an incident involving a release or anticipated release of certain **dangerous goods** and that is in accordance with Part 7 - Emergency Response Assistance Plan.

Facility

In the transport of dangerous goods, a facility is a permanent or temporary building (or part of a building) used for the handling of dangerous goods.

Handling

Under the [TDG Act](#), handling:

Means loading, unloading, packing or unpacking **dangerous goods** in or onto a **means of containment** for the purposes of, in the course of or following transportation and includes storing them in the course of transportation.

Means of containment (MOC)

The [TDG Regulations](#) defines a means of containment as:

Means a container or packaging, or any part of a **means of transport** that is or may be used to contain goods.

For more information on means of containment, please see Part 5 of the TDG Regulations (force of law) and visit the [Containers](#) section of TC's Transportation of Dangerous Goods Directorate Web site.

Means of transport

Under the [TDG Act](#), a means of transport is:

A road or railway vehicle, aircraft, vessel, pipeline or any other contrivance that is or may be used to transport persons or goods.

However, as per Section 3 (4) (b) of the TDG Act, "commodities transported by a pipeline governed by the [Canadian Energy Regulator Act](#), the [Canada Oil and Gas Operations Act](#) or the law of a province do not apply".

Public safety (endangers or could endanger public safety)

Means the safety of human life and health and of property and the environment. For the purposes of reporting, an incident that endangers or could endanger public safety is one that is beyond your resources and capabilities and requires the assistance of emergency response personnel. Emergency response personnel includes paramedics, firefighters, police, emergency response teams required under an ERAP, and/or specialized spill/response/clean-up personnel.

For example:

- A release or spill that results in a fire or explosion where a person is killed or seriously injured.
- A train derails, and a release causing a fire occurs on the railway lines near a town. An evacuation of nearby homes is required.

Release

Under the [TDG Act](#), a release means:

In relation to dangerous goods,

- a) a discharge, emission, explosion, outgassing or other escape of dangerous goods, or any component or compound evolving from dangerous goods, from a means of containment being used to handle or transport the dangerous goods, or
- b) an emission, from a means of containment being used to handle or transport dangerous goods, of ionizing radiation that exceeds a level or limit established under the [Nuclear Safety and Control Act](#).

Any smoke or gases coming from lithium batteries constitutes a release.

For example:

- A tank is punctured in an accident and gasoline drizzles out.
- A test tube containing infectious material falls to the ground and breaks during its transport.
- A pallet of damaged lithium batteries releases hydrogen and catches fire during unloading, loading or transport.
- Gases endanger public safety while venting the container.
- Transfer hose failure during loading and unloading procedures.

Runway

A runway is the strip of ground on a landing field that aircrafts use for landing and takeoff.

Undeclared or misdeclared dangerous goods

Undeclared or misdeclared dangerous goods are those:

- whose safety marks are incorrect on or missing from the means of containment, or
- not identified according to the TDG Regulations for shipping documents.

Note: For air transport, only dangerous goods that have been discovered after they were accepted by the air carrier must be reported. For example, a report is NOT required if dangerous goods have been detected at security and have been confiscated as they were not accepted by the carrier.

Examples of undeclared consignment:

- Hair spray or perfume in a "care package" after it's been accepted by the carrier.
- A box of 16 cans of spray paint from one seller to another.

Examples of misdeclared consignment:

- Shipment containing a battery charger and lithium batteries (declared as UN3481, LITHIUM ION BATTERIES PACKED WITH EQUIPMENT instead of UN3480, LITHIUM ION BATTERIES).
- The information identifying the dangerous goods (either on the shipping document, or the safety marks on the means of containment) does not match the dangerous goods product.

Unlawful interference

Unlawful interface is defined as a situation or incident where there is criminal intent or mischief to do harm to dangerous goods transportation activities that or could potentially impact public safety and/or national security. Here are some examples you could consider as an unlawful interference:

- Bomb or other terrorist threat including protests that compromise dangerous goods transportation or national security.
- Cyber-attack on information technology (IT) system used to manage dangerous goods data and related supply chain information.
- A cylinder valve is purposely damaged or altered.
- A means of containment is purposely damaged, altered, or stolen.
- Safety marks on a dangerous goods container was purposely altered.
- The composition of dangerous goods in a container is purposely altered to change the original chemical or physical properties of the product.
- Shipping document information is purposely falsified.

REPORTS REQUIRED BY TRANSPORT CANADA

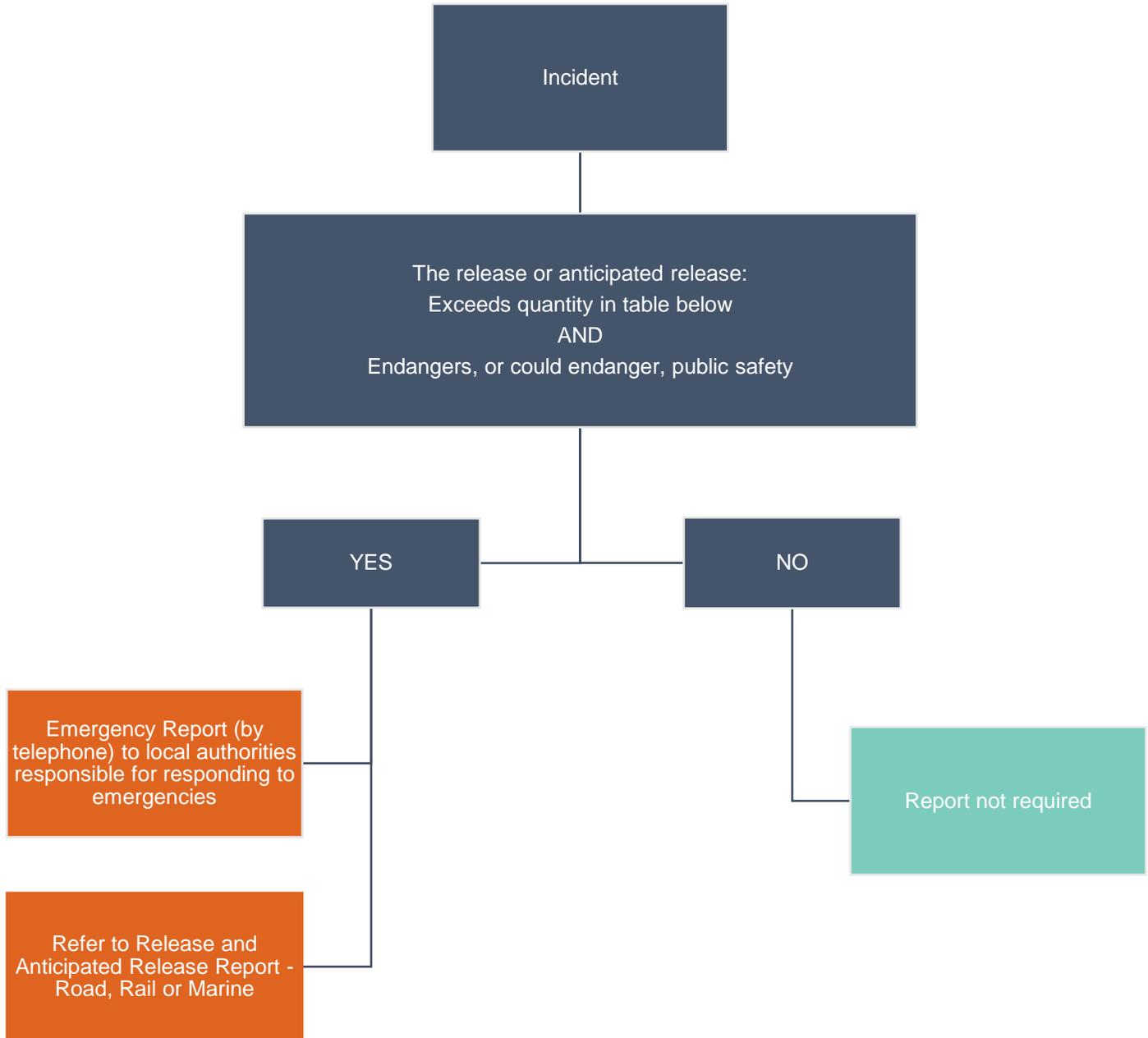
Part 8 of the TDG Regulations (Reporting Requirements) requires a number of different report types. When certain conditions are met, persons subject to the TDG Regulations **must submit one or more** of the report types below. This guide presents the conditions for each type of report for reference only. To be certain whether or not you need to make a report, please consult Part 8 of the TDG Regulations.

Reports for the Transport of Dangerous Goods by Road, Rail and Marine	Reports for the Transport of Dangerous Goods by Air	Reports for the Transport of Dangerous Goods for All Modes	
Safety Reports		Security Reports	
<u>Emergency report – Road, Rail or Marine</u> (Section 8.2)	<u>Dangerous goods accident or incident report — Air</u> (Section 8.9) written 30-day follow-up report required	<u>Loss or theft report</u> (Section 8.16)	
<u>Release or anticipated release report – Road, Rail or Marine</u> (Section 8.4) written 30-day follow-up report required	<u>30-day follow-up report</u> (Section 8.6)	<u>Unlawful interference report</u> (Section 8.18)	
<u>30-day follow-up report</u> (Section 8.6)	<u>Undeclared or misdeclared dangerous goods report</u> (Section 8.14)		
	<u>Dangerous goods occurrence report (ICAO)</u> (Section 8.15.1)		
<u>ERAP Incident Report</u> (Section 8.20)			

REPORTS FOR TDG BY ROAD, RAIL, AND MARINE

Emergency report – Road, Rail or Marine

The flowchart below should help you determine if you must make an emergency report for road, rail or marine mode (Section 8.2 of the TDG Regulations) and lists which information you need to provide (Section 8.3 of the TDG Regulations).



[Consult the list of emergency phone numbers of local authorities](#)

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	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 <i>Packaging and Transport of Nuclear Substances Regulations, 2015</i>
9	II or III, or without packing group	30 L or 30 kg

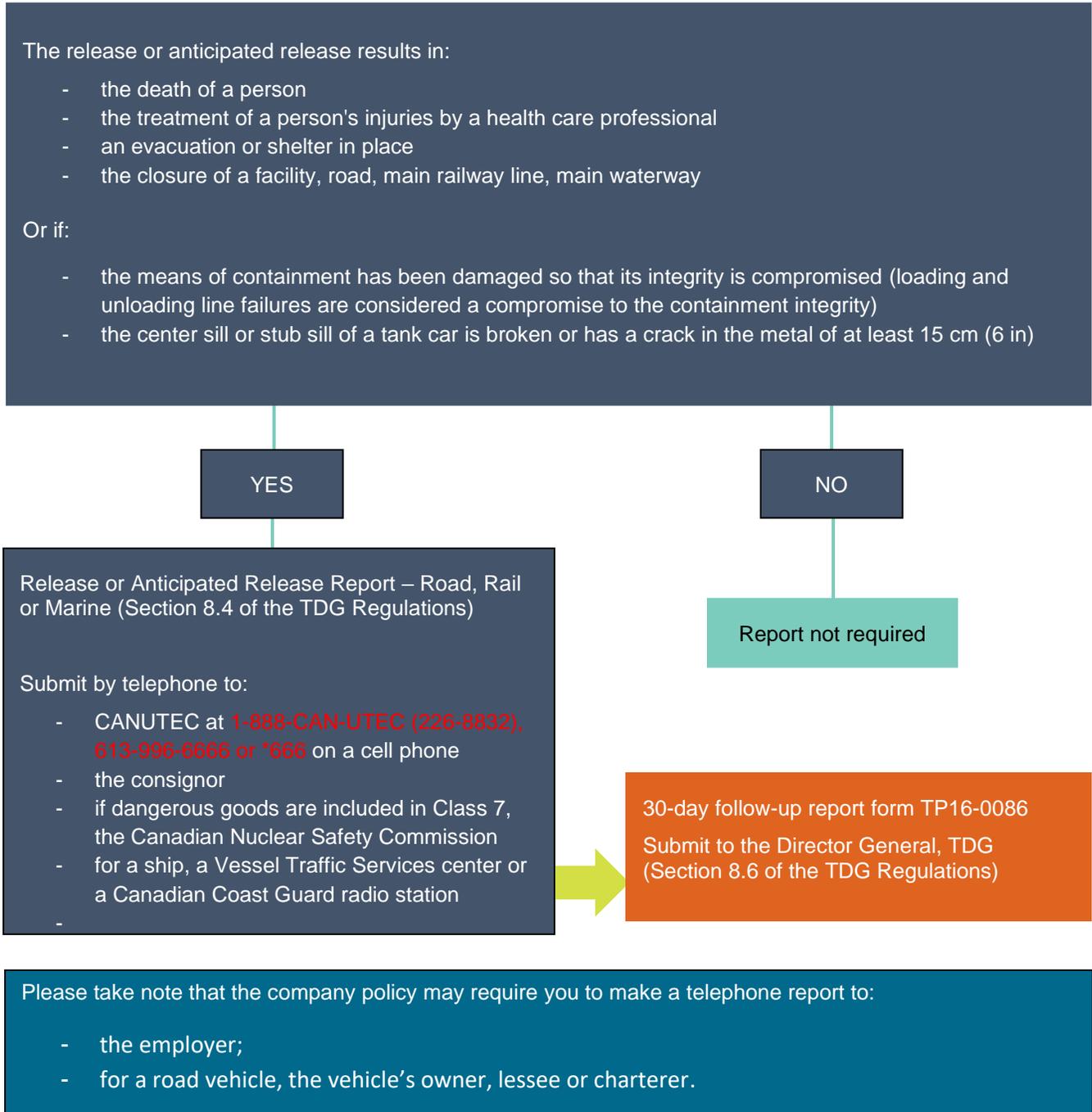
Information to be included in the Emergency report — Road, Rail or Marine (Section 8.3 of the TDG Regulations):

- 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.

Release or anticipated release report – Road, Rail or Marine

The flowchart below should help you determine if you must make a release or anticipated release report for road, rail or marine mode (Section 8.4 of the TDG Regulations).

NOTE: This report is only required if an emergency report was made and it meets the requirements of Section 8.4.



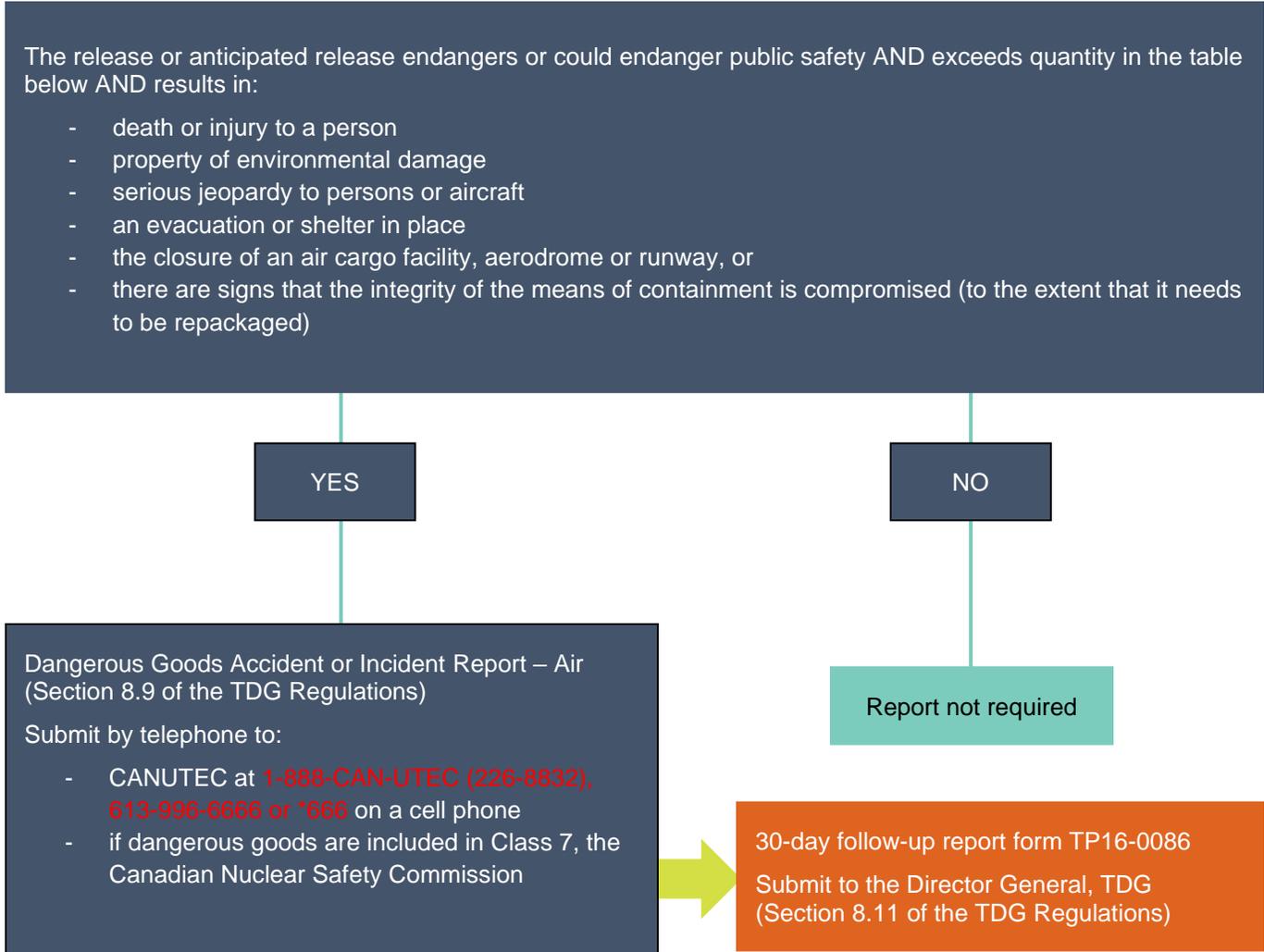
Information to be included in the Release or anticipated release report — Road, Rail or Marine (Section 8.5 of the TDG Regulations)

- 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.

REPORTS FOR TDG BY AIR

Dangerous goods accident or incident report – Air

The flowchart below should help you determine if you must make a dangerous goods accident or incident report for air mode (Section 8.9 of the TDG Regulations).



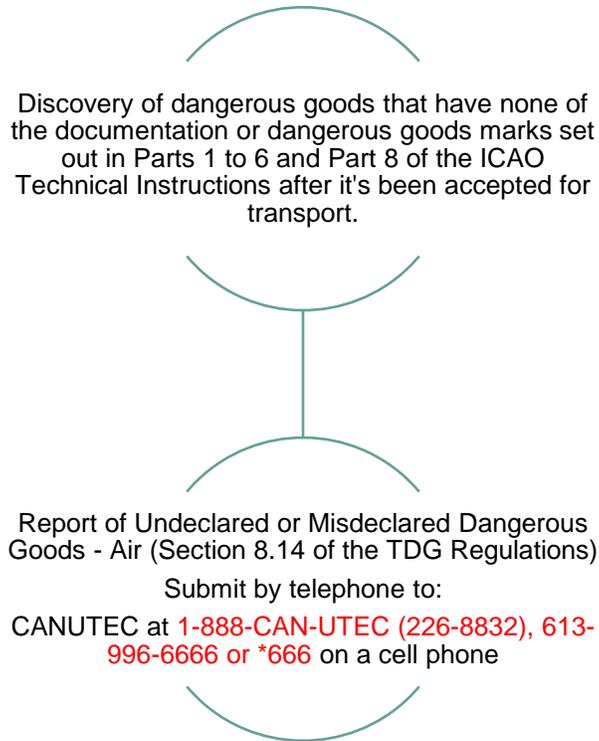
Class	Quantity
1, 2, 3, 4, 5, 6, 8 or 9	Any quantity
7	A level of ionizing radiation greater than the level established in section 39 of the <i>Packaging and Transport of Nuclear Substances Regulations, 2015</i>

Information to be included in the Dangerous goods accident or incident report — Air (Section 8.10 of the TDG Regulations)

- 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 name of the aircraft operator, aerodrome or air cargo facility;
- 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;
- A description of the means of containment containing the dangerous goods;
- If applicable, the number of deaths and the number of persons who sustained injuries; and
- If applicable, an estimate of the number of people evacuated or sheltered in place.

Undeclared or misdeclared dangerous goods report – Air

The flowchart below should help you determine if you must make an undeclared or misdeclared dangerous goods report for air mode (Section 8.14 of the TDG Regulations).

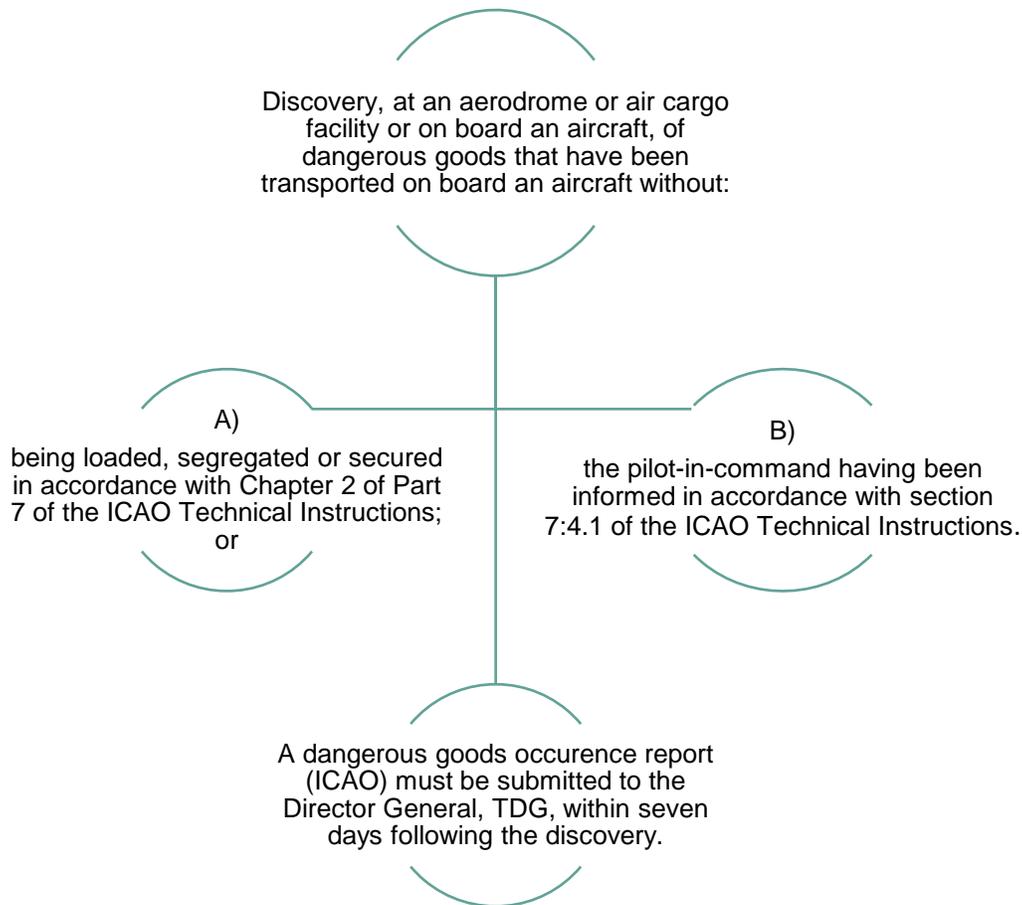


Information to be included in the Undeclared or misdeclared dangerous goods report – Air (Section 8.15 of the TDG Regulations)

- The name and contact information of the person making the report;
- The name of the aircraft operator, aerodrome or air cargo facility;
- The names and contact information of the consignor and consignee;
- The date of the discovery of the dangerous goods;
- The shipping name or UN number of the dangerous goods;
- A description of the means of containment containing the dangerous goods;
- The total quantity or capacity of the means of containment and, if applicable, the total number of means of containment; and
- A description of the route by which the dangerous goods were to be transported, including the names of any aerodromes along the route.

Dangerous goods occurrence report – Air (ICAO)

The flowchart below should help you determine if you must make a Dangerous goods occurrence report for air mode – International Civil Aviation Organization, ICAO (Section 8.15.1 of the TDG Regulations).



Information to be included in a Dangerous goods occurrence report (ICAO) – Air (Section 8.15.2 of the TDG Regulations)

- The name and contact information of the person making the report;
- The name of the aircraft operator, aerodrome or air cargo facility;
- The names and contact information of the consignor and consignee;
- The date of the discovery of the occurrence referred to in paragraph 8.15.1(a) or (b);
- The shipping name or UN number of the dangerous goods;
- A description of the means of containment containing the dangerous goods;
- The gross mass or capacity of the means of containment and, if applicable, the total number of means of containment;

- A description of the route by which the dangerous goods were, or were to be, transported, including the names of any aerodromes along the route; and
- A detailed description of the circumstances that led to the discovery of the occurrence referred to in paragraph 8.15.1(a) or (b), as the case may be.

30-DAY FOLLOW-UP REPORT (ALL MODES OF TRANSPORT)

The person who made a report referred to in sections 8.4 and 8.9 (or the employer) must complete the 30-Day Follow-up Report and submit it in writing to the Director General of the TDG Directorate within 30 days after the date of said:

- Release or Anticipated Release Report – Road, Rail or Marine, or
- Dangerous Goods Accident or Incident Report – Air

You can send the 30-Day Follow-up Report by mail, by fax or by email to:

Transportation of Dangerous Goods Directorate
Transport Canada
L'Esplanade Laurier, Floor 16th
300 Laurier Avenue West
Ottawa, Ontario
K1A 1J2
Fax: 613-993-5925
Email: dor-rcd@tc.gc.ca

Form TP16-0086 for the 30-day follow-up report

Please note: All reporting requirements for the 30-Day Follow-up Report are listed in the Sections 8.7 and 8.12 of the TDG Regulations. While the TDG Regulations requires you submit a 30-day follow-up report, **using the form is voluntary**. We created this form to help you meet the 30-day follow-up report requirements.

The form will also offer spaces to provide **voluntary information** that will be used by TC for research and evaluation. It is clearly indicated when the information is requested on a voluntary basis.

[Form TP16-0086 - 30-day follow-up report](#)

Should you have any questions about what to include in the form, please email our TDG Safety Research and Analysis team at: dor-rcd@tc.gc.ca

Also note that some sections of the form may require you to consult the [Forms -Container specifications](#).

ERAP INCIDENT REPORT (ALL MODES OF TRANSPORT)

When an incident has occurred with a shipment that requires an ERAP, the section 8.20 of the TDG Regulations requires that an ERAP incident report be made as soon as possible. This is for any incident which causes a release or anticipated release of the dangerous goods in the course of their handling or transporting, and which endangers, or could endanger public safety.

The report is made by the person who has the charge, management or control of a means of containment to the person at the ERAP telephone number required to be included in a shipping document. This report is intended to inform the person who has the ERAP that a release or anticipated release has occurred, so that they can respond.

- The ERAP incident report must be made by the person having care, management or control of the dangerous goods or means of containment **before any response actions** are taken, unless those response actions immediately reduce or eliminate the danger to public safety that results or may reasonably be expected to result from a release.
- A report must still be made, even if the release is no longer occurring.

Information to be included in the report, as found in section 8.21 of the TDG Regulations.

- The name and contact information of the person making the report;
- The ERAP reference number;
- In the case of a release of dangerous goods, the date, time and geographical location of the release;
- In the case of an anticipated release of dangerous goods, the date, time and geographical 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;
- A description of the means of containment containing the dangerous goods;
- An indication of whether a means of containment has been damaged to the extent that its integrity could be compromised;
- An indication of whether a transfer of the dangerous goods to another means of containment is anticipated or required; and
- If applicable, the type of incident leading to the release or anticipated release, including a collision, rollover, derailment, overfill, fire, explosion or load-shift.

Incidents involving shipments that require an ERAP may require more reporting and notifications, please take the time to read our [updated ERAP webpage](#) and its [associated guides](#).

REPORTS RELATING TO SECURITY (ALL MODES OF TRANSPORT)

Loss or theft report

As soon as possible after discovering the loss or theft of dangerous goods referred to in items 1, 2 and 3 while they were being imported, offered for transport, handled or transported, a report must be made to the following persons (Section 8.16 of the TDG Regulations):

- CANUTEC, at **1-888-CAN-UTEC (1-888-226-8832)** or **613-996-6666** or *666 on a cell phone
- If dangerous goods are **Class 1 (Explosives)** or listed in **Item 1** below, a **Natural Resources Canada** inspector at **613-995-5555**
- If dangerous goods are **Class 7 (Radioactive Materials)**, the **Canadian Nuclear Safety Commission**

1. **Any quantity** of one of these dangerous goods:

- UN1261, NITROMETHANE,
- UN1357, UREA NITRATE, WETTED with not less than 20% water by mass,
- UN1485, POTASSIUM CHLORATE,
- UN1486, POTASSIUM NITRATE,
- UN1487, POTASSIUM NITRATE AND SODIUM NITRITE MIXTURE,
- UN1489, POTASSIUM PERCHLORATE,
- UN1495, SODIUM CHLORATE,
- UN1498, SODIUM NITRATE,
- UN1499, SODIUM NITRATE AND POTASSIUM NITRATE MIXTURE,
- UN1511, UREA HYDROGEN PEROXIDE,
- UN1796, NITRATING ACID MIXTURE with more than 50% nitric acid,
- UN1826, NITRATING ACID MIXTURE, SPENT, with not more than 50% nitric acid,
- UN1942, AMMONIUM NITRATE with not more than 0.2% combustible substances, including any organic substance calculated as carbon, to the exclusion of any other added substance,
- UN2014, HYDROGEN PEROXIDE, AQUEOUS SOLUTION with not less than 20% but not more than 60% hydrogen peroxide (stabilized as necessary),
- UN2015, HYDROGEN PEROXIDE, AQUEOUS SOLUTION, STABILIZED with more than 60% hydrogen peroxide; or HYDROGEN PEROXIDE, STABILIZED,
- UN2031, NITRIC ACID, other than red fuming,
- UN2032, NITRIC ACID, RED FUMING,
- UN3149, HYDROGEN PEROXIDE AND PEROXYACETIC ACID MIXTURE with acid(s), water and not more than 5% peroxyacetic acid, STABILIZED,
- UN3370, UREA NITRATE, WETTED, with not less than 10% water by mass

2. **Any quantity** of dangerous goods in the following primary and subsidiary classes:
 - Explosives included in Class 1.1, 1.2 or 1.3,
 - Toxic gases included in Class 2.3,
 - Organic peroxides included in Class 5.2, Type B, liquid or solid, temperature controlled,
 - Toxic substances included in Class 6.1 and Packing Group I,
 - Infectious substances included in Class 6.2,
 - Radioactive materials included in Class 7.

3. A total quantity of **450 kg or more**, in the case of dangerous goods in the following primary and subsidiary classes:
 - Explosives included in Class 1.4 (except for 1.4S), 1.5 or 1.6,
 - Flammable gases included in Class 2.1,
 - Flammable liquids included in Class 3,
 - Desensitized explosives included in Class 3 or 4.1,
 - Substances liable to spontaneous combustion, pyrophoric solids or liquids, included in Class 4.2 and Packing Group I or II,
 - Water-reactive substances included in Class 4.3 and Packing Group I or II,
 - Oxidizing substances included in Class 5.1 and Packing Group I or II,
 - Corrosives included in Class 8 and Packing Group I or II.

Information to be included in a Loss or theft report – All modes (Section 8.17 of the TDG Regulations):

- The name and contact information of the person making the report;
- The names and contact information of the consignor, the consignee and the carrier;
- Information as to whether the dangerous goods were lost or stolen;
- The shipping name or UN number of the lost or stolen dangerous goods;
- The quantity of the lost or stolen dangerous goods;
- A description of the means of containment containing the lost or stolen dangerous goods; and
- The approximate date, time and geographic location of the loss or theft.

Unlawful interference report

As soon as possible after the discovery of unlawful interference with dangerous goods, while they were being imported, offered for transport, handled or transported, (Section 8.18, TDG Regulations) a report must be made to:

- CANUTEC, at **1-888-CAN-UTEC (1-888-226-8832)** or **613-996-6666** or *666 on a cell phone
- In the case of dangerous goods included in **Class 1, Explosives** included in Class 1.1, 1.2, 1.3, 1.4 (except for 1.4S), 1.5 or 1.6, a Natural Resources Canada inspector at **613-995-5555**
- In the case of dangerous goods included in **Class 7, Radioactive Materials**, the **Canadian Nuclear Safety Commission**

One of these dangerous goods:

- UN1261, NITROMETHANE,
- UN1357, UREA NITRATE, WETTED with not less than 20% water by mass,
- UN1485, POTASSIUM CHLORATE,
- UN1486, POTASSIUM NITRATE,
- UN1487, POTASSIUM NITRATE AND SODIUM NITRITE MIXTURE,
- UN1489, POTASSIUM PERCHLORATE,
- UN1495, SODIUM CHLORATE,
- UN1498, SODIUM NITRATE,
- UN1499, SODIUM NITRATE AND POTASSIUM NITRATE MIXTURE,
- UN1511, UREA HYDROGEN PEROXIDE,
- UN1796, NITRATING ACID MIXTURE with more than 50% nitric acid,
- UN1826, NITRATING ACID MIXTURE, SPENT, with not more than 50% nitric acid,
- UN1942, AMMONIUM NITRATE with not more than 0.2% total combustible material, including any organic substance calculated as carbon, to the exclusion of any other added substance,
- UN2014, HYDROGEN PEROXIDE, AQUEOUS SOLUTION with not less than 20% but not more than 60% hydrogen peroxide (stabilized as necessary),
- UN2015, HYDROGEN PEROXIDE, AQUEOUS SOLUTION, STABILIZED with more than 60% hydrogen peroxide; or HYDROGEN PEROXIDE, STABILIZED,
- UN2031, NITRIC ACID, other than red fuming,
- UN2032, NITRIC ACID, RED FUMING,
- UN3149, HYDROGEN PEROXIDE AND PEROXYACETIC ACID MIXTURE with acid(s), water and not more than 5% peroxyacetic acid, STABILIZED; and
- UN3370, UREA NITRATE, WETTED, with not less than 10% water by mass.

Information to be included in an Unlawful interference report – All modes (Section 8.19 of the TDG Regulations):

- The name and contact information of the person making the report;
- The names and contact information of the consignor, the consignee and the carrier;
- A detailed description of the unlawful interference;
- The shipping name or UN number of the dangerous goods;
- A description of the means of containment containing the dangerous goods, and the number of means of containment; and
- The approximate date, time and geographic location of the unlawful interference.

Emergency phone numbers of local authorities and organizations responsible for responding to emergencies

Province	Authority
Alberta	1-800-272-9600 Alberta Transportation
British Columbia	911 (or local police) and Provincial Emergency Program (1-800-663-3456) or Canadian Coast Guard (1-800-889-8852)
Prince Edward Island	911 (or local police) or Canadian Coast Guard (1-800-565-1633)
Manitoba	911 (local police or fire department) and Conservation and Climate (1-855-944-4888 within Manitoba or 1-204-944-488) or Canadian Coast Guard (1-800-889-8852)
New Brunswick	911 (or local police) or Canadian Coast Guard (1-800-565-1633)
Nova Scotia	911 (or local police) or Canadian Coast Guard (1-800-565-1633)
Ontario	911 (or local police) or Canadian Coast Guard (1-800-265-0237)
Quebec	911 (or local police) or Canadian Coast Guard (1-800-363-4735)
Saskatchewan	Local police, Spill Control Centre (1-800-667-7525) or Canadian Coast Guard (1-800-889-8852)
Newfoundland and Labrador	911 (or local police) and Canadian Coast Guard (1-800-563-9089)
Nunavut Territory	911 (or local police) and relevant authorities (1-867-920-8130)
Nunavut Territory and arctic waters (waters north of the Northwest and Yukon Territories)	Canadian Coast Guard (1-800-265-0237)
Yukon Territory	911 (or local police) and relevant authorities (1-867-667-7244) or Canadian Coast Guard (1-800-889-8852)
Northwest Territories	911 (or local police) and relevant authorities (1-867-920-8130) or Canadian Coast Guard (1-800-889-8852)
Other Organizations	
CANUTEC	1-888-CAN-UTEC (226-8832), 613-996-6666, or *666 on a cellular phone
Canadian Nuclear Safety Commission	CNSC duty officer emergency line (1-613-995-0479)
Natural Resources Canada	1-613-995-5555

FORMS - CONTAINER SPECIFICATIONS

[Means of Containment – Cylinders, spheres and tubes - \(TP16-0099E\)](#) (PDF 1.7 MB)

[Means of Containment – Highway tanks - \(TP16-0097E\)](#) (PDF, 1.7 MB)

[Means of Containment – Intermediate Bulk Containers \(IBC\) and Large Packagings \(LP\) - \(TP16-0100E\)](#) (PDF, 1.8 MB)

[Means of Containment – Portable Tanks - \(TP16-0098E\)](#) (PDF, 1.7 MB)

[Means of Containment – Small containers - \(TP16-0101E\)](#) (PDF, 1.7 MB)

[Means of Containment – Tank cars - \(TP16-0094E\)](#) (PDF, 1.7 MB)

[Means of Containment – TC Portable tanks and nurse tanks - \(TP16-0095E\)](#) (PDF, 844 KB)

[Means of Containment – Ton containers - \(TP16-0096E\)](#) (PDF, 1.7 MB)

[Means of Containment – Aerosol Containers and Gas Cartridges - \(TP16-0126E\)](#) (PDF, 1.7 MB)