

## **SECTION 6**

### **CODE 6 - TRAFFIC CONTROL**

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**1. CODE 6 TRAFFIC CONTROL:**

- 1.1 Code 6 is used when an incident goes, or has the potential to go, beyond the boundaries of a plant. Full traffic control is required in a designated area.
- 1.2 A Road may need closing in conjunction with problems such as:
  - A mutual aid fire response
  - Smoke from a fire going beyond the boundaries of industry
  - Release of product going beyond the boundaries of industry
  - Potential of an off site impact from incident within the plant (explosion)
  - An off-site accident/derailment, pipeline or non-industry incident.
  - Visibility problem on the road
- 1.3 CVECO members will call the Sarnia Fire/Police Dispatch by CVECO radio or by phone if the radio is not available.
- 1.4 The Sarnia Fire/Police Dispatcher will notify all members that an emergency exists as well as the industry reporting it.
- 1.5 The Department of Transport, Marine Division, may halt river traffic, if warranted, on the advice of the Sarnia Police Service.
- 1.6 Traffic Control with Code 6 is divided into four geographical areas dependent on the location of the emergency.

[Index](#)**2. INFORMATION CVECO MEMBERS WILL PROVIDE:**

- 2.1 When provided with an emergency situation that requires traffic control the CVECO member will issue a Code 6 over the CVECO radio.
- 2.2 Under CVECO agreement, CVECO members are to provide information as outlined on the “CVECO Code Notification Checklist”.
  - Reference Section 3 “Radio & Telephone Communications Parts 6 and 7
- 2.3 If not done with the activation of the code, and the submission of the CVECO checklist (within 10 minutes), the Plant Dispatcher will supply information as soon as reasonably possible.
- 2.4 Complete CVECO Code Notification Checklist and fax to Police Dispatch.
- 2.5 Fax MSDS product information to the Fire/Police Communications Center and the Sarnia General Hospital
  - Use completed CVECO Checklist as a cover sheet when faxing MSDS sheets.

Note: All traffic will stop!

- The Police, together with the Industrial Emergency Site Manager (or Incident Commander) of the affected facility, will determine when it is safe to enter through the traffic checkpoints and the safest way to the site.
- Only then will authorized traffic be allowed to proceed through the traffic checkpoints.

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**3. CVECO MEMBER PROCEDURES:**

- 3.1 Each CVECO member will have internal emergency procedures that will outline their actions and/or response to a Code 6.
- 3.2 As a minimum the procedures will include.
- Information the Plant Dispatcher will provide Fire/Police Dispatch.
  - Response (if designated industry) to set up traffic barricades
  - Notification of neighbours, plant personnel and/or other agencies.
  - Response to mitigate the emergency

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**4. INITIAL RESPONSE – INDUSTRY:**

- 4.1 Whenever the traffic control procedure goes into effect, each designated plant responsible for coverage at a traffic checkpoint will set up barricades.
- Companies initiating a Code 6 or Test Able will not be expected to staff their assigned traffic checkpoints
- 4.2 After the barricades are set up, plant personnel can leave their checkpoint.
- Unmanned checkpoints (with barricades) are considered advice and warning to drivers.
- 4.3 Personnel at any manned traffic checkpoint will prevent unauthorized traffic from passing through the checkpoint. (Reference Part 7 - Authorized Traffic)

[Index](#)**5. INITIAL RESPONSE – POLICE:**

- 5.1 Ensure that inquiries have been made to determine a safe approach for responding officers.
- 5.2 Traffic Road Sgt. will report to a predetermined position of safety
- Area 1 – Vidal and Confederation
  - Area 2 – OPP – LaSalle Road and St. Clair Parkway  
As appropriate for wind direction and plant site involved
  - Area 3 – Campbell Street and Indian Road
  - Area 4 – To be determined based on circumstances of incident
- 5.3 When information about a safe access route and the name of the industry contact have been received (CVECO notification checklist) the Police will respond appropriately.
- 5.4 Ensure that all necessary checkpoints are secured as soon as possible.
- Note: All traffic will stop!
- The Police together with the Industrial Emergency Site Manager (or Incident Commander) of the affected facility, will determine when it is safe to enter through the traffic checkpoints and the safest way to the site.
  - Only then will authorized traffic be allowed to proceed through the traffic checkpoints.
- 5.5 Police, in conjunction with the CVECO member Incident Commander, will adjust the radius of traffic control, as warranted

[Index](#)**6. MUNICIPAL EMERGENCY SITE MANAGER (MESM):**

- 6.1 Police Services will fill the role of Municipal Emergency Site Manager (MESM), on a Code 6 calls.
- 6.2 The Municipal Emergency Site Manager (MESM), in conjunction with the Incident Commander and/or the Industrial Emergency Site Manager (IESM) will determine:
- If the incident is likely to endanger the community
  - Adjustment of the traffic control checkpoint locations (if warranted)
  - If evacuation, or shelter in place plans need to be implemented
  - The location of a media center (if applicable)
  - If the Command Post needs to be relocated;

Note: In many cases the industrial Incident Commander may also fill the role of the Industrial Emergency Site Manager (IESM)

- The role of the IESM may be activated by the industry Incident Commander as part of the plant emergency procedures.
- During nights or weekends there may be an unavoidable delay in the arrival of the Industrial Emergency Site Manager if activated.

[Index](#)**7. CODE 6 AUTHORIZED TRAFFIC:**

- 7.1 Only the following individuals and vehicles are considered authorized to pass into the "cordoned off" area:
  - 7.1.1 All emergency vehicles, such as Police, Fire, Hydro, Ambulance, Gas Company and industrial mutual aid apparatus.
  - 7.1.2 Mutual aid personnel, carrying official CVECO identification
    - An exception will be made for a designated driver carrying an "authorized" passenger. The designated driver must leave the area after transporting the passenger.
  - 7.1.3 Plant Personnel producing company identification whom are proceeding to their own involved site.
    - An exception will be made for a designated driver carrying an "authorized" passenger. The designated driver must leave the area after transporting the passenger.
  - 7.1.4 Train crews, exhibiting valid railway credentials, will be admitted only if they are required in the cordoned-off area to move rolling stock.
  - 7.1.5 Doctors, nurses and clergy
  - 7.1.6 Members of the media carrying an official identification card who are proceeding to a designated media centre or other designated destination.

Note: Special arrangements must be made between the Police Service and the plant calling the emergency to allow general shift workers to make a shift change.



[Index](#)**8. TRAFFIC BARRICADE LOCKER CONTENTS:**

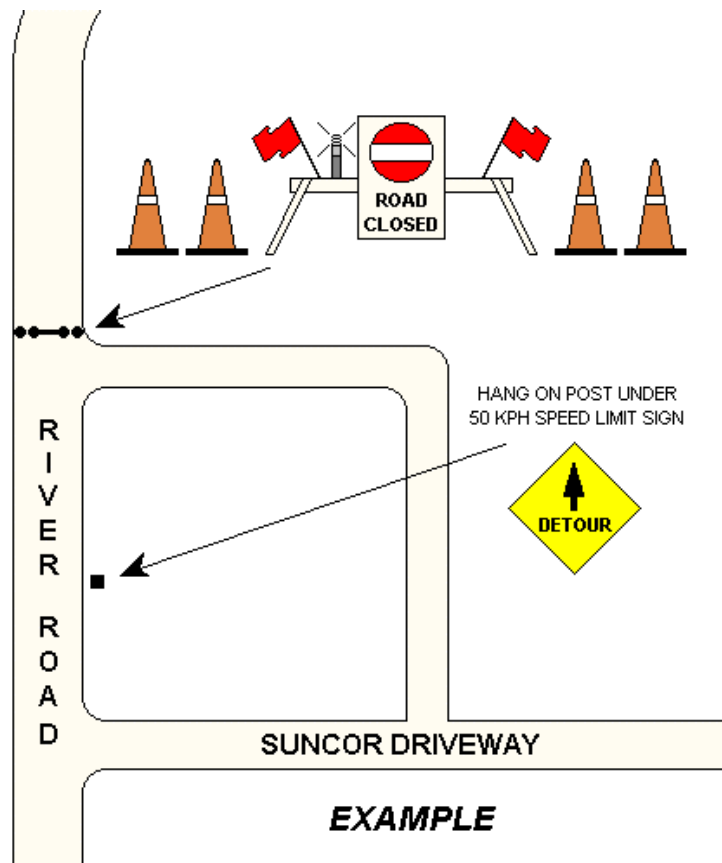
8.1 The following is the minimum contents found in a CVECO Barricade Locker.

- 2 orange traffic vests
- 1 road closure sign
- 4 traffic cones
- 2 orange flags
- 1 beacon light
- 1 set of barricades. (2 A-frames and 1 cross bar)
- Some lockers contain additional barricade sets



[Index](#)**9. DEPLOYING BARRICADE LOCKER CONTENTS:**

- 9.1 Traffic locker equipment is deployed in it's designated geographical area anytime a Code 6 is initiated by a CVECO member.
- 9.2 A diagram in each locker shows how, and where, the barricade is to be set up. (See example below)
- 9.3 Persons deploying the equipment should ensure:
- They have blocked the road with a vehicle, equipped with flashing lights, before beginning to deploy the barricades.
  - They have put on a reflective vest, found in the locker, before setting foot on the road surface.
  - They set up the barricades, in the manner and at the location shown on the Diagram on the locker lid.
  - Between sunset and sunrise, the barricade is marked with an orange or red flashing light, visible to traffic for 500 feet, in accordance with the Highway Traffic Act.



[Index](#)**10. BY – PASS ROUTE SIGNS:**

- 10.1 The emergency route by-pass signs are the property of the organization and therefore the maintenance of these signs is the responsibility of the organization. All members are expected to report to the Chairman any necessary maintenance, which may be required.
- 10.2 Upon receipt of a report that sign maintenance is necessary, the Chairman will contact the Sarnia Police Service and advise them of the location of the sign and of the maintenance required.
- 10.3 The Sarnia Police Service will contact the City Works Department and request that the necessary repairs are made and coordinate the placement.
- 10.4 Emergency route by-pass sign maintenance costs are paid for by the organization.
- 10.5 The triangle and square (by-pass) signs are located:
  - Hill Street and St. Clair Parkway, Corunna
  - Confederation and Christina, Sarnia
  - Confederation and Vidal, Sarnia
- 10.6 Emergency route by-pass signs are inspected quarterly by the CAER Administrator.

[Index](#)**11. BY – PASS ROUTE SIGN DESIGN:**

11.1 There are two types of by-pass route signs posted.

11.2 The arrows are to point strait ahead, or to the left or right as required.



11.3 Square:  
- The square is 36” on each side.



11.4 Triangle:  
- The triangle is 18” on each side

[Index](#)**12. ALL CLEAR:**

12.1 This notification indicates that an alert has been ended.

12.2 If a Code 6 has been issued, municipal authorities, on the advice of industry will issue the “all clear”.

[Index](#)**13. RETURNING BARRICADE LOCKER CONTENTS:**

- 13.1 When Municipal authorities have issued an “ALL CLEAR”.
- Police will return the barricades that they set out into to the lockers.
  - Industry will return the barricades that they set out into to the lockers.
  - Check contents against inventory.
  - Lock the locker.
  - Police Services will check to ensure all barricades have been removed from the roads.

[Index](#)**14. BARRICADE LOCKER INSPECTIONS:**

- 14.1 Barricade lockers and their inventory are inspected quarterly.
- 14.2 The CAER Administrator will initiate any repairs.

[Index](#)**15.1 AREA ONE (1):**

## 15.1.1 Area 1 – Sarnia, west of Indian Road

- All member industries within the City of Sarnia, west of Indian Road (north of LaSalle Line) are in Area One.
- Sarnia Police Service will provide traffic control.
- Sarnia Fire Rescue Service will attend the site if warranted.

## 15.1.2 Sample Transmission on the CVECO radio:

“XJF-739 to Sarnia City Police. Code 6 Dow Chemical Area 1.  
Code 6 Dow Chemical Area 1”.

[Index](#)**15.2 AREA 1 - SARNIA POLICE RESPONSE:**

## 15.2.1 Report to the predetermined position of safety. Vidal and Confederation

## 15.2.2 The Sarnia Police Service will cover the following points in the event of an emergency in Area 1, or a Test Able

- Churchill and Indian 2 Cars
- Confederation and Vidal 2 Cars 1 Road Sergeant & 1 Command Post
- Confederation and Christina 1 Car
- LaSalle and River Road Covered by O. P. P.
- LaSalle and Highway 40 Covered by O. P. P.

## 15.2.3 In the event of an emergency outside the jurisdiction of the Sarnia Police Service, the police agency requesting assistance will advise the points they wish covered and Sarnia Police Officers will dispatch.

- They will remain at those points until relieved by the Police agency requiring assistance.

[Index](#)**15.3 AREA 1 - INDUSTRY RESPONSE:**

- 15.3.1 Designated CVECO members will respond and deploy the barricades as outlined in Part 9 of this section.

Location	Deployed By
- Christina and Confederation	I. O. L.
- Vidal and Churchill	Dow / Bayer
If Dow is involved in the incident, Bayer deploys the equipment.	
- St. Clair Parkway at Sunoco entrance	Sunoco

[Index](#)**15.4 AREA 1 - TRAFFIC BARRICADE LOCKER LOCATIONS:**

- 15.4.1 White barricade lockers, labeled "CVECO Emergency Barricades" are located near the following intersections:

- 15.4.2 Information on deploying and maintaining the barricades is found in Parts 8, 9 and 13 of this section.

Location	Deployed By
- Churchill and Tashmoo	Sarnia Police
- Confederation and Vidal	Sarnia Police
- Plank Road at Indian	Sarnia Police
- Christina and Confederation	I. O. L.
- Vidal and Churchill	Dow / Bayer
If Dow is involved in the incident, Bayer deploys the equipment.	
- Scott Road and Churchill Line	Sarnia Police
- St. Clair Parkway at Sunoco entrance	Sunoco
- Southern extension of Vidal, east of Sunoco refinery	Sunoco

[Index](#)**15.5 AREA 1 - PRIMARY EMERGENCY RESPONSE ROUTE:**

- 15.5.1 The Primary Route commences at the intersections of Christina and Confederation Streets, south to Clifford and on Clifford from the St. Clair River to Vidal Street. From Confederation and Vidal Street, south on Vidal to the St. Clair Parkway and out the St. Clair Parkway to Hill Street Corunna, then east to the entrance to the DuPont Plant and east from Vidal and Churchill Road to the intersection of Scott Road.
- 15.5.2 When an emergency is declared at any one of the industries, the complete Primary Route is put into operation. The need for the complete Primary Route to continue functioning will be assessed by a City Police Road Sgt. who, after consultation with officials of the industry concerned, will authorize the reduction of the Primary Route as is considered advisable.

[Index](#)**15.6 AREA 1 - SECONDARY EMERGENCY RESPONSE ROUTE:**

- 15.6.1 In the event that Christina Street, Clifford Street or Vidal Street is in such condition that vehicles cannot operate thereon (filled with debris or large holes resulting from an explosion or fire), then the Secondary Route will be used.
- 15.6.2 The Secondary route commences at Imperial Oil's Main Gate at Devine Street, through the plant onto or across Clifford Street, along the CSX Transportation Railway into Bayer Inc., through their property onto the property of Dow Chemical Canada Inc., leaving the Dow property at their south gate into TransAlta Cogeneration plant and exiting onto the St. Clair Parkway.
- 15.6.3 This route has been marked by small but easy to see directional arrows.



[Index](#)**15.7 AREA 1 - PUBLIC BY-PASS ROUTE:**

- 15.7.1 The Public By-pass route provides a route for the motoring public to proceed safely around the cordoned off area with a minimum of Inconvenience. It utilizes sections of Confederation Street, Indian Road, Kimball Road and LaSalle Line.
- 15.7.2 The route extends from Confederation street to Highway 40 (Modeland Rd), and then to Plank road. To Kimball road, south to Courtright Line (Hwy. 80), then westbound to Hwy. 40.
- 15.7.3 All sections of this route consist of paved, all weather road clearly Identified by reflective emergency route signs. There are warning and instruction signs on either end of the by-pass with directional signs enroute.
- 15.7.4 The majority of signs are located in Area 2
- Hill Street Corunna, south side, 200 meters east of Lyndock Street
  - Petrolia Line, south side, east of Highway 40
  - Petrolia Line, south side, 200 meters west of Ladysmith Line
  - Petrolia Line, north side, at Ladysmith Line
  - Petrolia Line, south side, at Tecumseh Road
  - Petrolia Line, north side, at Tecumseh Road
  - Petrolia Line, south side, at west of Kimball Road (left turn to go north).
  - Kimball Road, east side, 50 meters north of Petrolia Line
  - Kimball Road, 100 meters south of Plank Road (indicates left turn)
  - Plank Road at Highway 40, north side (indicates a right turn)
  - Highway 40, west side, 40 meters north of Plank Road (indicates left turn)
  - Plank Road, south side, at intersection of Kimball Road (indicates a right turn)
  - Kimball Rd, west side, 200 meters north of Petrolia Line (indicates a right turn)
  - Petrolia Line, north side, 200 meters east of Highway 40
  - Petrolia Line, north side, 200 meters west of Highway 40
  - Indian Road and Modeland Road in Area 3
  - Highway 40, west side, 100 meters south of Confederation Line
  - Confederation Street, south side, from Christina Street to indicating a right turn at Modeland Road.

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15.8 AREA 1 MAP



[Index](#)**16.1 AREA TWO (2):**

16.1.1 Area 2 – St. Clair Township, south of LaSalle Road, east to Mandaumin Rd. (Lambton Road #26).

- All member industries that are located south of LaSalle Line.
- Lambton OPP will provide traffic control.
- St. Clair Township Fire Rescue Service will attend the site if warranted.

16.1.2 Sample Transmission on the CVECO radio:

“XJF-737 to Sarnia City Police. Code 6 Shell Canada Area 2. Code 6 Shell Canada Area 2”.

[Index](#)**16.2 AREA 2 - OPP RESPONSE:**

16.2.1 Report to the pre-determined position of safety. LaSalle Road and St. Clair Parkway

- As appropriate for wind direction and plant site involved

16.2.2 The Ontario Provincial Police will cover the checkpoints in the event of an emergency in Area 2, or a Test Able. Sarnia Police will set up traffic barricades at the following intersections.

- LaSalle Line and St. Clair Parkway
- LaSalle Line and Highway 40

Note: Traffic checkpoints are locations where there are no barricade lockers (unless otherwise identified), but the Police may block the road depending on the location of the incident and wind direction.

[Index](#)**16.3 AREA 2 - INDUSTRY RESPONSE:**

- 16.3.1 All industries located in Area 2 of the CVECO Plan will send an employee to the nearest road entrance to the plant and direct all non-emergency vehicles away from the plant.
- The exception would be if there were a toxic vapour release.
- 16.3.2 As roadblocks are set up, the non-emergency traffic will diminish and the need for this employee at this location will end.

[Index](#)**16.4 AREA 2 - TRAFFIC BARRICADE LOCKER LOCATIONS:**

- 16.4.1 White barricade lockers, labeled "CVECO Emergency Barricades" are located near the following intersections:
- 16.4.2 Information on deploying and maintaining the barricades is found in Parts 8, 9 and 13 of this section.

<u>Location</u>	<u>Deployed By</u>
- Highway 40 and Courtright Line	OPP
- Highway 40 and Rokeby Line	OPP
- St. Clair Parkway and Beckwith Street	OPP
- Hill Street (Petrolia Line) and Polymoore Drive	OPP
- Petrolia Line and Kimball Side Road (west bound)	OPP
- LaSalle Line and Highway 40	Sarnia Police
- St. Clair Parkway and LaSalle Line	Sarnia Police
- Rokeby Line and Telfer Side Road	Clean Harbors
- Petrolia Line and Telfer Side Road	Clean Harbors



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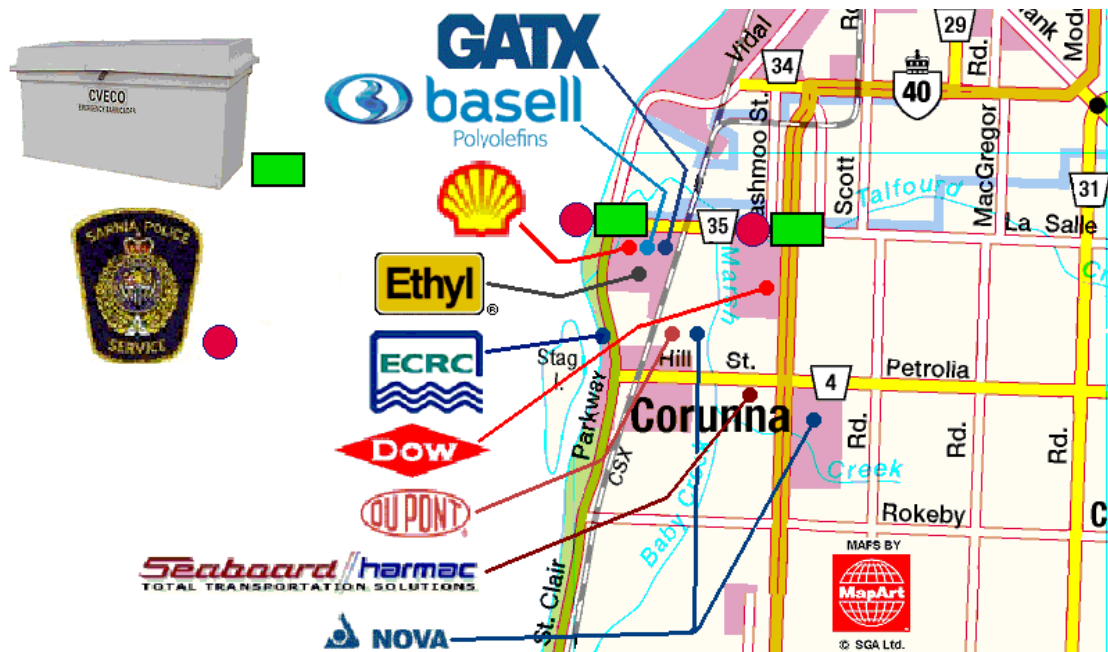
**16.5 AREA 2 – TRAFFIC CONTROL:****16.5.1 Ethyl, Shell, Dupont / Nova St. Clair River Site, Basell, Dow Hydrocarbons Storage & Nova Corunna Site:**

16.5.2 Circumstances of the incident will dictate the location of the traffic checkpoints to be determined by the OPP Officer in charge

- Rokeby Line and Highway 40 (barricade locker)
- LaSalle Line and St. Clair Parkway (barricade locker)
- LaSalle Line and Highway 40 (barricade locker)

16.5.3 Sarnia Police Service will serve as a back up if available.

Note: Industry needs to ensure that the CVECO Notification Checklist is completed to assist the Police in determining traffic checkpoint locations



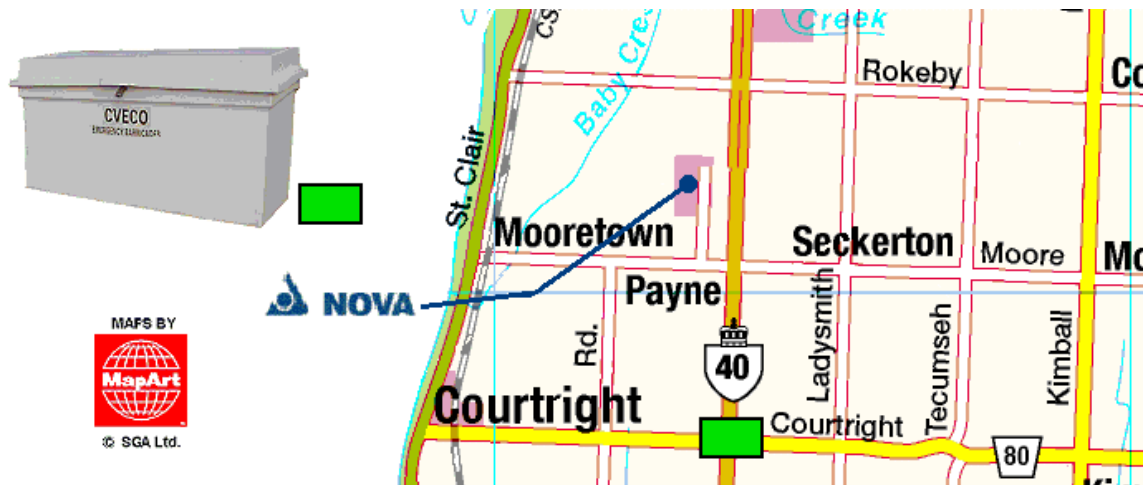
[Index](#)**16.6 AREA 2 – TRAFFIC CONTROL:****16.6.1 Nova Moore Site:**

16.6.2 Circumstances of the incident will dictate the location of the traffic checkpoints to be determined by the OPP Officer in charge

- Highway 40 and Courtright Line (barricade locker)

16.6.3 Sarnia Police Service will serve as a back up if available.

Note: Industry needs to ensure that the CVECO Notification Checklist is completed to assist the Police in determining traffic checkpoint locations





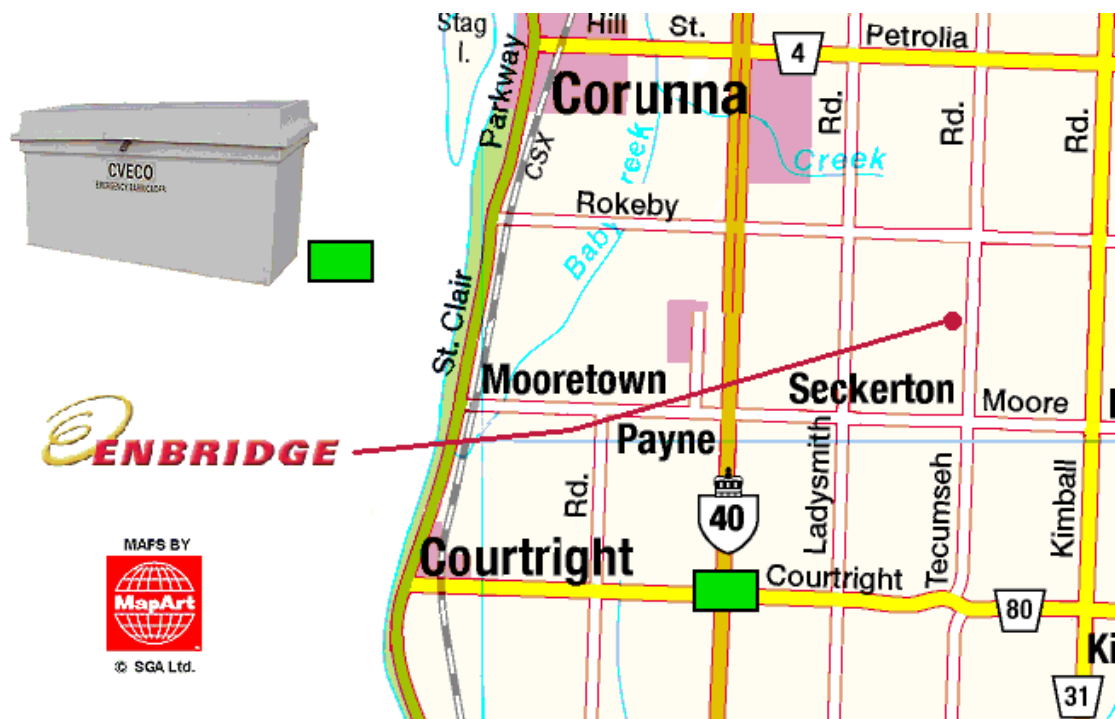
[Index](#)**16.7 AREA 2 – TRAFFIC CONTROL:****16.7.1 Enbridge (Formerly Tecumseh Gas):**

16.7.2 Circumstances of the incident will dictate the location of the traffic checkpoints to be determined by the OPP Officer in charge

- Highway 40 and Courtright Line (barricade locker)

16.7.3 Sarnia Police Service will serve as a back up if available.

Note: Industry needs to ensure that the CVECO Notification Checklist is completed to assist the Police in determining traffic checkpoint locations



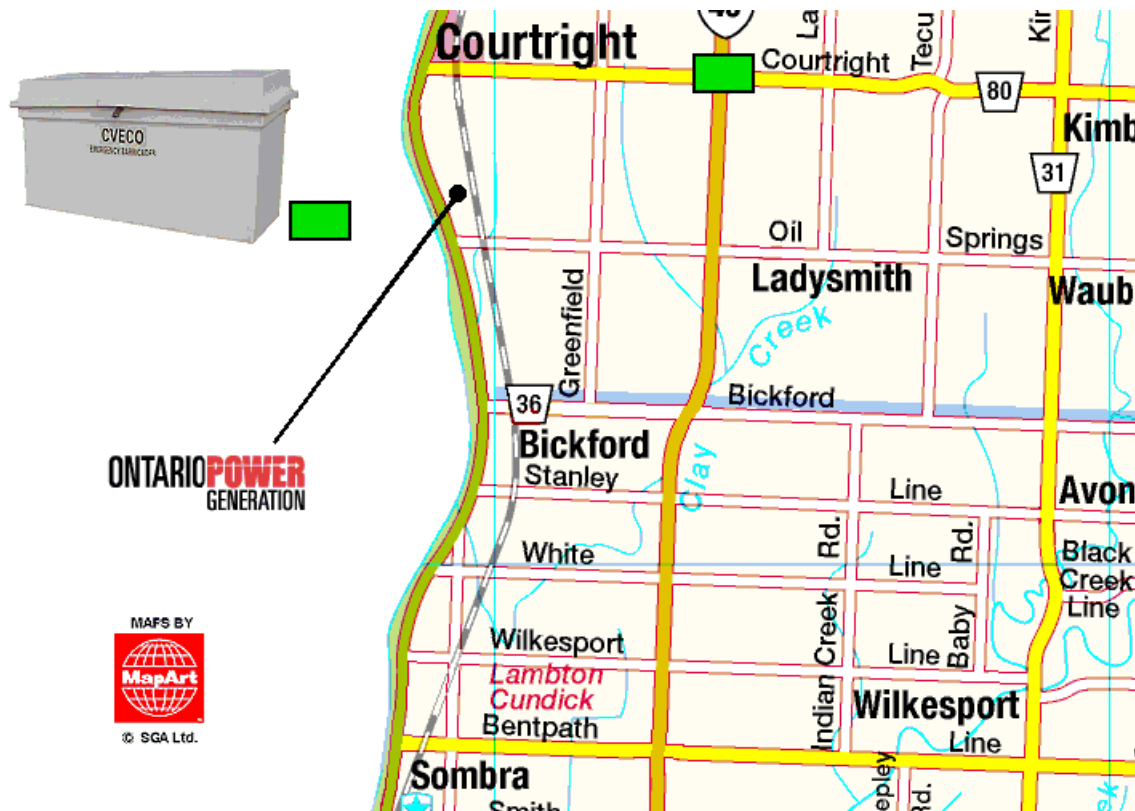
[Index](#)**16.8 AREA 2 – TRAFFIC CONTROL:****16.8.1 Ontario Power Generation – Lambton Generating Station:**

16.8.2 Circumstances of the incident will dictate the location of the traffic checkpoints to be determined by the OPP Officer in charge

- Highway 40 and Courtright Line (barricade locker)

16.8.3 Sarnia Police Service will serve as a back up if available.

Note: Industry needs to ensure that the CVECO Notification Checklist is completed to assist the Police in determining traffic checkpoint locations

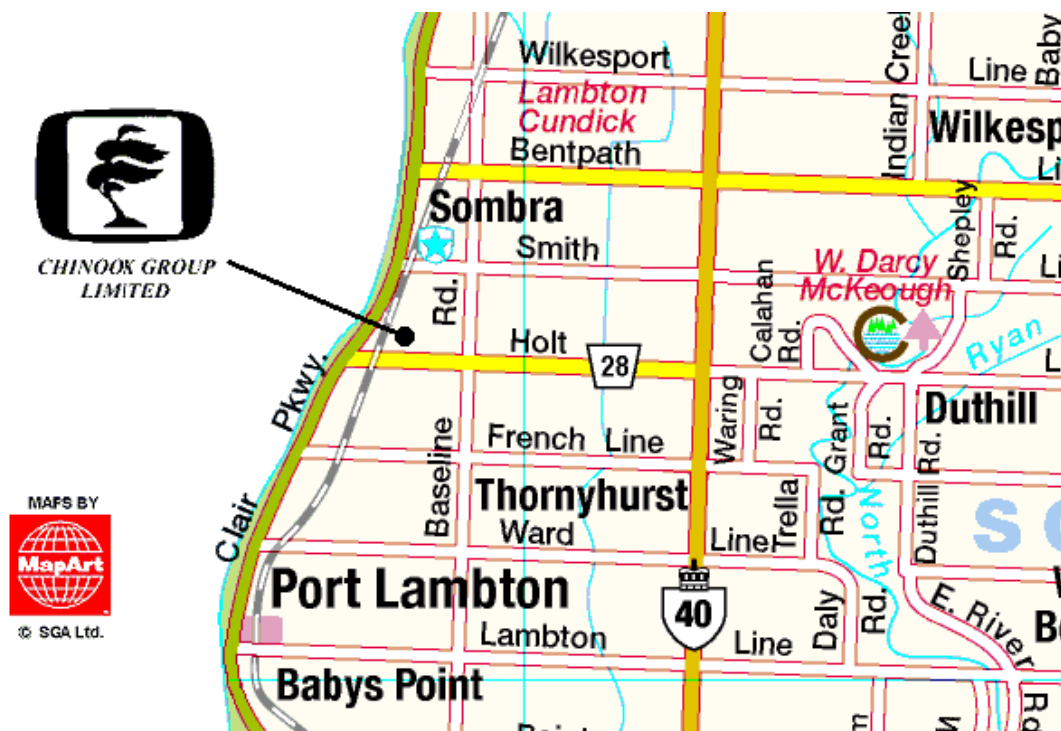


[Index](#)**16.9 AREA 2 – TRAFFIC CONTROL:****16.9.1 Chinook Group:**

16.9.2 Circumstances of the incident will dictate the location of the traffic checkpoints to be determined by the OPP Officer in charge

16.9.3 Sarnia Police Service will serve as a back up if available.

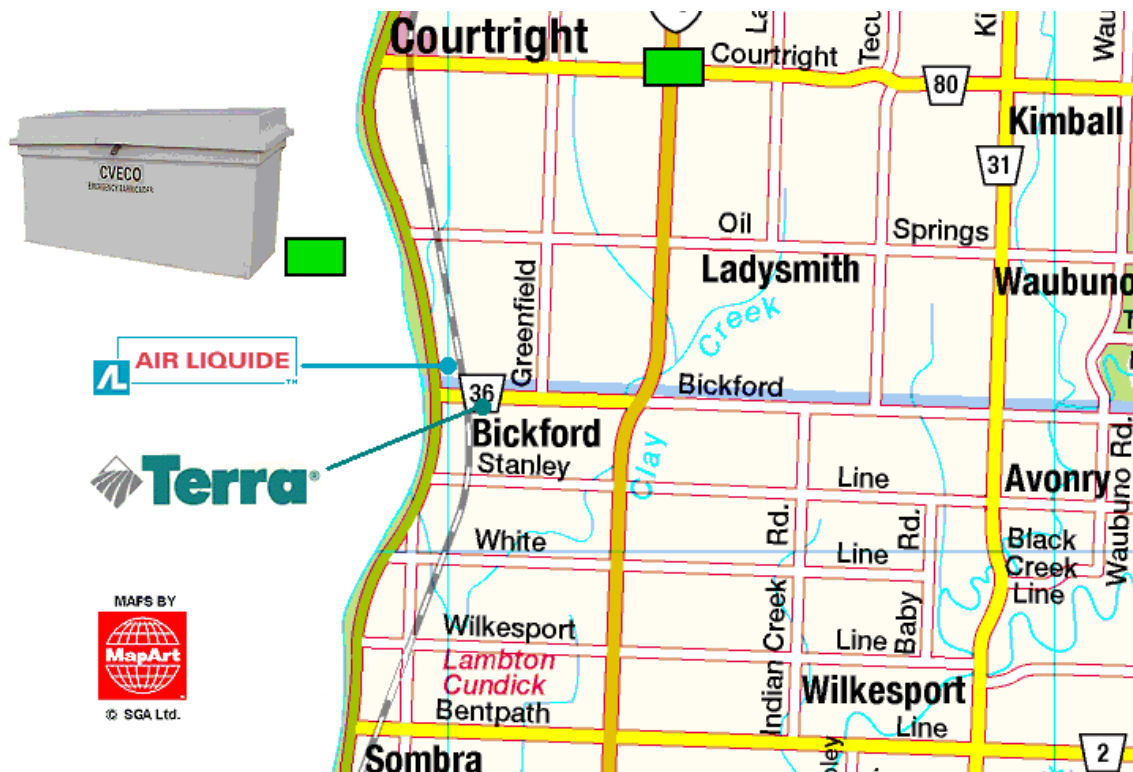
Note: Industry needs to ensure that the CVECO Notification Checklist is completed to assist the Police in determining traffic checkpoint locations



[Index](#)**16.10 AREA 2 – TRAFFIC CONTROL:****16.10.1 Terra International, Air Liquide**

16.10.2 Circumstances of the incident will dictate the location of the traffic checkpoints to be determined by the OPP Officer in charge

Note: Industry needs to ensure that the CVECO Notification Checklist is completed to assist the Police in determining traffic checkpoint locations

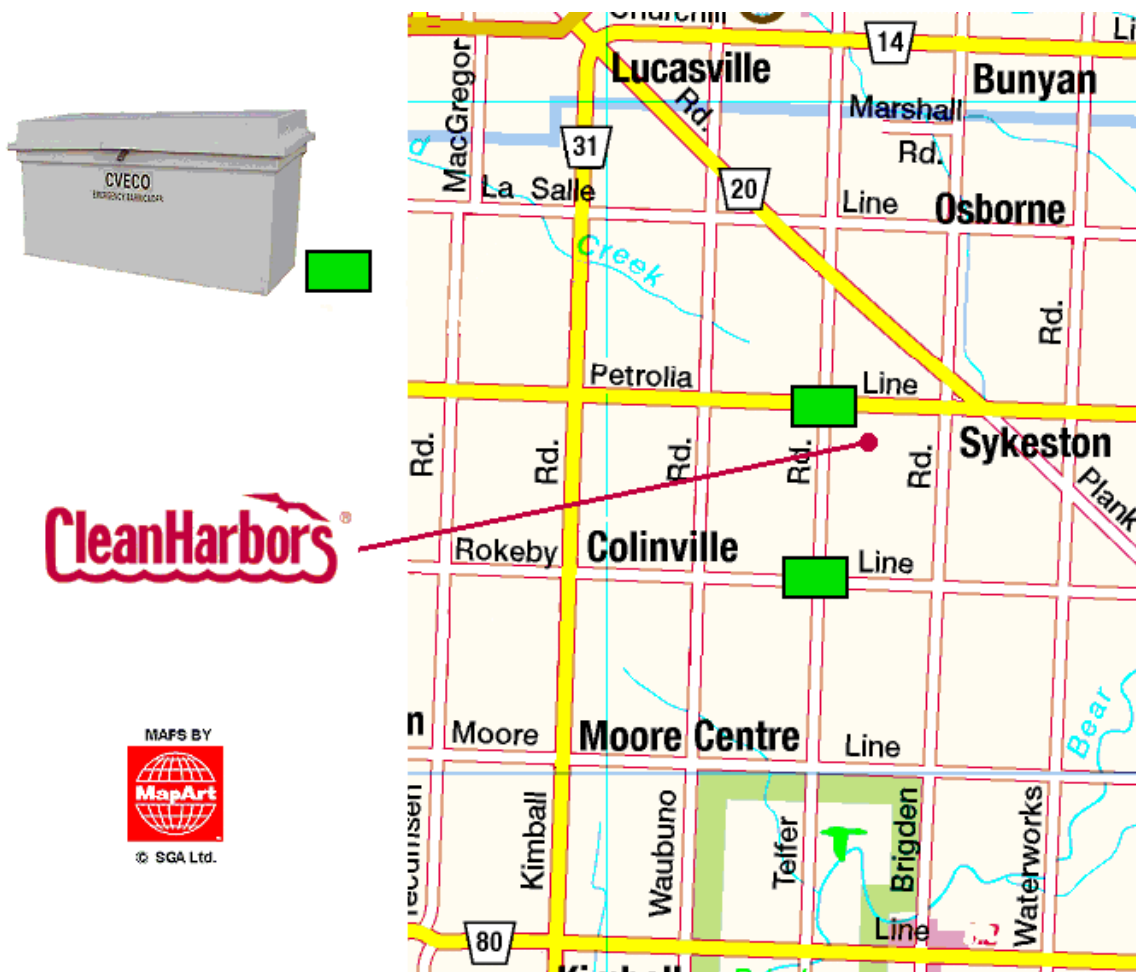


[Index](#)**16.11 AREA 2 – TRAFFIC CONTROL:****16.11.1 Clean Harbors**

16.10.2 Circumstances of the incident will dictate the location of the traffic checkpoints to be determined by the OPP Officer in charge

- Petrolia Line and Telfer Side Road (barricade locker)
- Rokeby Line and Telfer Side Road (barricade locker)

Note: Industry needs to ensure that the CVECO Notification Checklist is completed to assist the Police in determining traffic checkpoint locations.



[Index](#)**16.12 AREA 2 - POLICE ROAD BLOCKS TO****PUBLIC BY-PASS ROUTES:**

- 16.12.1 Circumstances of the incident will dictate the location of the public by-pass routes which will be determined by the OPP Officer in charge

Note: Industry needs to ensure that the CVECO Notification Checklist is completed to assist the Police in determining traffic checkpoints or by-pass route direction.

[Index](#)**16.13 AREA 2 MAP**

[Index](#)**16.14 CORUNNA AREA (expanded)**



[Index](#)**17.1 AREA THREE (3):**

- 17.11 Area 3 – Sarnia, east of Indian Road
- All member industries that are located in Sarnia, but east of Indian Road
  - Sarnia Police Service will provide traffic control.
  - Sarnia Fire Rescue Service will attend the site if warranted.
- 17.1.2 Sample Transmission on the CVECO radio:
- CYA - 349 to Sarnia City Police. Code 6 Air Products Area 3.  
Code 6 Air Products Area 3.

[Index](#)**17.2 AREA 3 - SARNIA POLICE RESPONSE:**

- 17.2.1. Report to the pre-determined position of safety. Campbell Street and Indian Road
- As appropriate for wind direction and plant site involved
- 17.2.2. The Sarnia Police will cover the checkpoints in the event of an emergency in Area 3, or a Test Able.
- Note: The OPP will cover their designated checkpoints immediately if possible, or, relieve the Sarnia Police at these locations as soon as possible.

- Michener Court at the CN access 1 car
- Plank Road at Modeland Road 1 car
- Highway 40 (Churchill Line) at Scott Rd. 2 cars
- Indian Road at Campbell Street 2 Cars 1 Road Sergeant,  
1 Constable & 1 Command Post
- LaSalle Line at Scott Road OPP
- LaSalle Line at MacGregor Road OPP

[Index](#)**17.3 INDUSTRY RESPONSE:**

- 17.3.1 No industries have been designated to cover traffic checkpoints in Area 3.

[Index](#)**17.4 AREA 3 - TRAFFIC BARRICADE LOCKER LOCATIONS:**

- 17.4.1 White barricade lockers, labeled "CVECO Emergency Barricades" are
- Information on deploying and maintaining the barricades is found in Parts 8, 9 and 13 of

Note: The OPP will cover their designated checkpoints immediately if possible, or, relieve the

Location	Deployed By
- Plank Road at Indian Road	Sarnia Police
- Plank Road at Highway 40 (Modeland Road	Sarnia Police
- Scott Road and Highway 40 (Churchill Road)	Sarnia Police

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**17.5 CN MARSHALLING YARDS:**

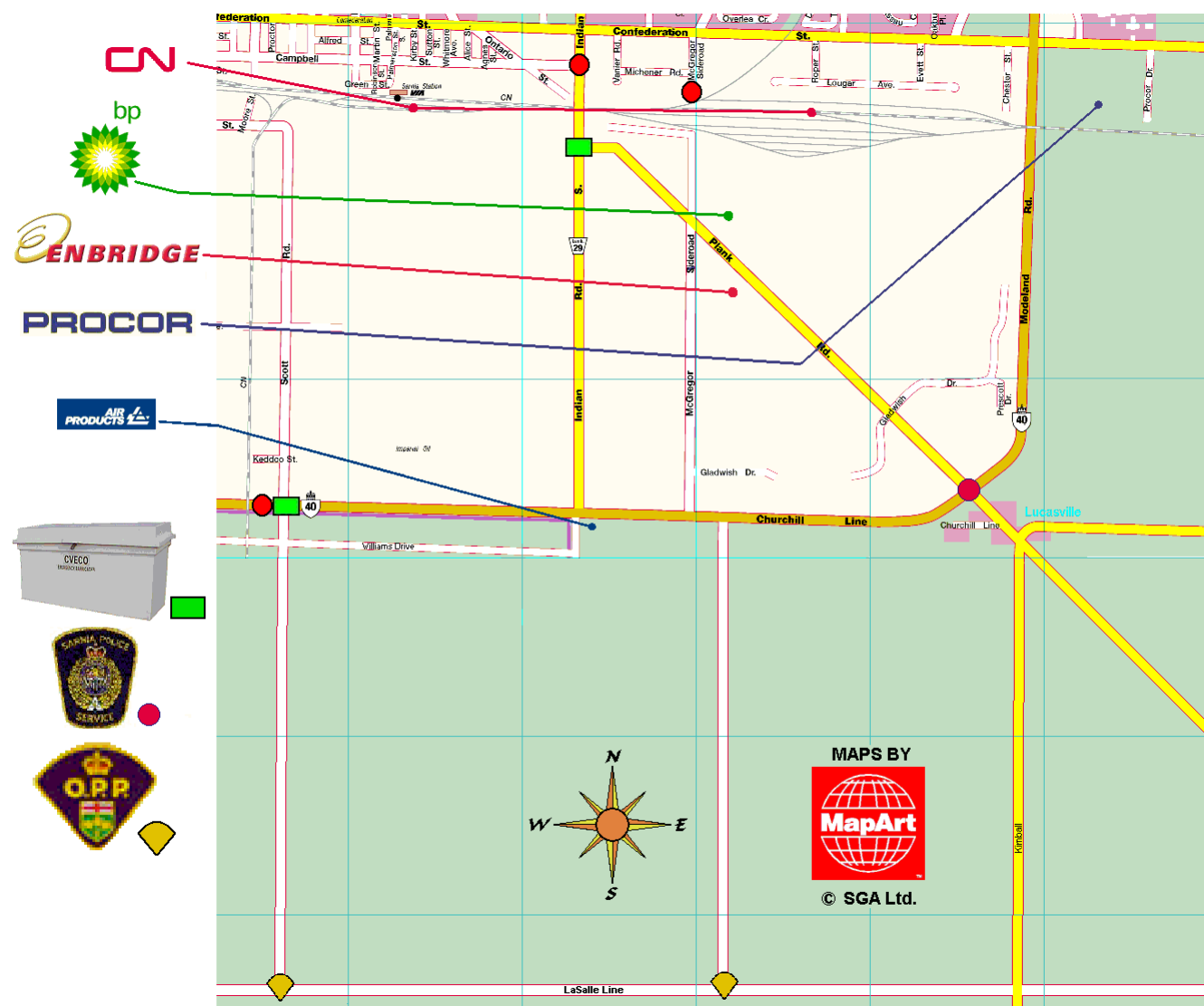
- 17.5.1 In the event of an actual emergency situation at CNR Marshalling Yard, Sarnia Police Service will contact the Yardmaster, or the Trainmaster to ascertain the extent of the emergency if the call from CN has not been made.
- 17.5.2 If the incident is north of the tracks, along Confederation Street, the Incident Commander depending on the type of incident, the material involved and the wind direction will determine traffic checkpoints.
- CN Police Emergency Desk
  - CN Yard Master
  - CN Train Master

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**17.6 AREA 3 MAP**





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**18.1 AREA FOUR (3):****18.1.1 Area 4 – Point Edward**

- All members located in the Village of Point Edward. At time of publishing, there are two members in Area 4 – the Ontario Clean Water Agency and the Bluewater Bridge Authority.
- Lambton OPP will provide traffic control.
- Point Edward Fire Rescue Service will attend the facility if warranted.

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**18.2 CODE 6 INITIAL RESPONSE :**

- 18.2.1 Bluewater Bridge Authority has a emergency procedures in conjunction with the Ontario Provincial Police for traffic control and emergency routes
- 18.2.1 No traffic checkpoints, emergency routes, or public by-pass routes have been established by CVECO
- 18.2.2 In the event of an incident requiring CVECO assistance, the Point Edward Fire Rescue Service or the Ontario Provincial Police, as warranted, would request assistance and direct the response.

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18.3 AREA 4 MAP

