

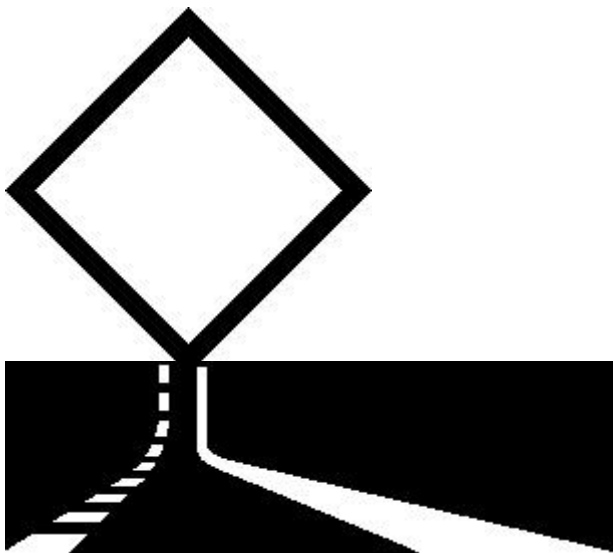
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**A Technical Publication
from the Co-ordination
and Information Centre**

Guidelines for the Establishment of Dangerous Goods Routes In Alberta Municipalities

November 2009

**Dangerous Goods
And Rail Safety**



**Government
of Alberta** ■
Transportation

This material is meant as a guide to certain parts of the Transportation of Dangerous Goods Regulations and is not meant to be a substitute for them. It is the responsibility of handlers, offerers and transporters of dangerous goods to consult the Regulations for the exact requirements. The Coordination and Information Centre of Alberta Transportation can provide accurate information regarding the Regulations 24 hours a day.

Co-ordination and Information Centre

**Alberta Transportation
Dangerous Goods and Rail Safety Branch
Main Floor, Twin Atria Building
4999 – 98 Avenue
Edmonton, Alberta, T6B 2X3**

**Tel. Edmonton: (780) 422 – 9600
Tel. Province-wide: 1 (800) 272 – 9600
Fax: (780) 427 – 1044**

These telephone lines are recorded to assist in responding to the emergency (natural/manmade) and/or inquiry regarding dangerous goods and to ensure that the information is accurate. Direct any questions regarding the recording to the Compliance Officer responding to your call or contact the Manager of the CIC at 780-427-8660. *Legal Authority: Dangerous Goods Transportation and Handling Act, Section 13(1).*

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1. Introduction

Dangerous goods routing by-laws are used by Alberta municipalities to regulate the movement of dangerous goods on highways or roads located within their communities.

The transportation of dangerous goods legislation enacted by the federal, provincial and territorial governments has prompted municipalities to consider by-laws for their own jurisdictions. The dangerous goods legislation actually improves enforcement of municipal by-laws by providing a precise definition of a "dangerous good". It also requires a transporter of such goods to display appropriate safety marks and placards when those goods are being transported in sufficient quantity to pose a serious hazard. It provides a consistent way of assessing which loads should be subject to routing restrictions and a visual warning sign of such shipments.

When the transportation of dangerous goods legislation was introduced in 1985, every effort was made to ensure maximum uniformity throughout Canada. Since the legislation is designed to improve public and environmental safety when moving dangerous goods, industry must be provided with a set of requirements that they might reasonably be able to fulfill.

Industry has a very strong desire for a reasonable degree of consistency in the many by-laws they encounter across Alberta and Canada when transporting dangerous goods by road. As a result, the federal, provincial and territorial governments designed a set of guideline criteria to assist all Canadian municipalities prepare standardized dangerous goods routing by-laws.

These guidelines are intended to help municipalities assess the effect of restrictive routing on those being regulated and on those it might deprive of essential services. All affected parties should be consulted to ensure maximum acceptance and maximum compliance.

A sensible routing by-law can be a very effective tool for emergency response personnel dealing with a dangerous goods incident, but its effectiveness could be much reduced if affected parties are not consulted in depth. Provincial and territorial authorities also have a key role to play. In Alberta, the Dangerous Goods and Rail Safety Branch of Alberta Transportation is responsible for the official approval process. The approval process will be relatively simple for those municipalities who have made an honest effort to enhance the public's safety in their communities. If your municipality needs to introduce a dangerous goods routing by-law, we encourage you to use these guidelines. The guidelines contain appendices which should assist you to plan, prepare and pass your by-law.

2. Enhancing Public Safety

The main reason for a dangerous goods routing by-law is to improve public safety. Although limiting dangerous goods traffic to a given route may seem a progressive step, it may result in a concentration of risks in certain areas. By selecting appropriate routes, you will be able to direct the movement of dangerous goods onto those highways or roads which are best suited for this purpose.

Choosing the appropriate route may allow areas of heavily concentrated population to be avoided. Emergency response planning can be improved by knowing where accidents involving dangerous goods would most likely occur. In this respect, every effort should be made for the selection criteria to include your emergency response capabilities in terms of anticipated response times and available resources.

3. Deciding What You Need

Before preparing a routing by-law, consider the needs of your municipality and how these needs can best be met. You need to decide whether or not a problem exists and, if so, will a dangerous goods routing by-law alleviate the problem. We recommend you appoint a committee to assess your municipality's needs.

A lead agency should be chosen to coordinate and monitor the project, to conduct or direct consultation with other departments, governments, individuals and associations, and to identify special needs. The lead agency would need to study the various routing factors and to conduct any risk analysis that is appropriate. Employees from other departments who may be affected by a routing by-law could augment personnel from the lead agency.

The fire and police departments as well as transportation, by-law enforcement, planning and disaster services departments could provide personnel. Consider also getting representatives from those people who would be most directly affected by a by-law, for instance, local carriers, local merchants associations and citizens' groups. There are several potential implications which the committee should take into consideration. These are discussed in sections 4 and 5.

4. Economic Implications

The economic impact of a dangerous goods routing by-law may be widespread. Although not restricted to the municipality itself, some direct costs for planning, consultation, preparation and passage of the by-law, advertising, purchase and erection of signs, and the possibility of some increased engineering costs, will occur.

The indirect commercial and private costs are more difficult to assess. A variety of potential factors may result in costs to industry. Carriers may suffer increased travel costs from having to travel greater distances to make deliveries, or to spend extra time to fulfil other requirements. Such costs are likely to be passed on to the shipper or the receiver of the goods and ultimately to the consumer.

Local commercial businesses, for instance service stations, restaurants, convenience stores, motels and hotels, may also be adversely affected. Some costs may incur from declining property values. Careful planning will help to minimize any unwarranted economic impact.

5. Legislative Implications

The Dangerous Goods Transportation and Handling Act (Alberta) in Alberta allows for municipalities to pass by-laws regulating dangerous goods routes. Alberta requires such a by-law to be approved by a provincial authority before it comes into force.

The purpose of the approval process is to:

1. help ensure overly restrictive by-laws do not unduly impede the transportation system;
2. preclude a municipality from shifting its problems to neighbouring municipalities; and
3. provide an opportunity for Alberta to establish and maintain a degree of uniformity for Alberta by-laws. To get maximum compliance, carriers should not be confronted with different requirements when moving from one municipality to another. The resulting confusion would lead to non-compliance and would defeat the purpose of the by-law.

The Dangerous Goods and Rail Safety Branch of Alberta Transportation can provide information about your specific authorities and duties under the legislation specific to Alberta. The Assistant Deputy Minister of the Transportation Safety Services Division is the signing authority who approves by-laws.

6. Consistency With Federal/Provincial/Territorial Legislation

The current legislation to regulate dangerous goods transportation is consistent throughout Canada and:

- provides a standard method of classifying dangerous goods;
- requires safety marks to be placed on packagings, containers and vehicles used to transport dangerous goods;
- sets out performance standards for packagings and containers;
- prescribes documentation which must accompany dangerous goods shipments;
- specifies training requirements for the handlers, offerers and transporters of dangerous goods;
- sets out reporting requirements in the event of a dangerous occurrence; and
- sets out a variety of other safety requirements.

All of these legislative initiatives have been enacted to improve public and environmental safety when transporting dangerous goods and to assist emergency response personnel reduce the impact of an accident on the general public. By-laws should only deal with the physical movement of dangerous goods through a given community and should not address those matters already covered in federal/provincial/ territorial legislation.

Enclosed are Guidelines that provide an overview of the basic responsibilities of carriers under the legislation and identifies the nine classes of dangerous goods which are regulated. Note that the requirements for placing placards on vehicles relates specifically to the potential hazards of a given division and/or class of dangerous goods.

7. Commodities And Quantities To Be Regulated

Before assessing possible routes within your municipality, it is essential that those people involved in the selection process have a clear understanding of which goods are regulated.

The Dangerous Goods and Rail Safety Branch can assist you in preparing a list of products which are regulated and identifying the quantities that require placards on vehicles. It is extremely important that you accept placardable quantities as a criterion for your dangerous goods routing by-law application for several reasons:

- Transportation of dangerous goods legislation provides several exemptions to specific products based on economic realities and other considerations. As an example, gasoline is regulated as a Class 3, dangerous good (flammable liquid). To impose full regulatory requirements for this product on the motoring public would have a horrendous economic impact. Also, emergency response personnel are well aware that virtually all vehicles in Canada are powered by gasoline or some other regulated product. Consequently, the gasoline in the fuel tank of a vehicle has been exempted from all requirements of the regulations including placarding. However, the tanker transporting gasoline in bulk is subject to placarding requirements due to the potential risk it presents in the event of an accident.
- Adoption of the placardable quantity criterion will restrict your by-law to quantities of a product which are deemed to be a significant hazard.
- Another important reason for using the placardable quantity criterion is to simplify enforcement procedures. If a vehicle displays a placard, it becomes subject to the requirements of your by-law and is readily identifiable to your enforcement personnel. This simplifies matters for those who will be enforcing your by-law, and also for those who are expected to comply.

8. Current And Anticipated Movements Of Dangerous Goods

Once it is clear which commodities will be subject to the requirements of your by-law, it is important to establish where, why and when those goods are currently being transported within your municipality. Consideration should also be given to planned development within your area. The vast majority of placardable quantities of dangerous goods being transported in most communities fall into Class 3 (flammable liquids) of the Transportation of Dangerous Goods Legislation. Most of these consignments are gasoline or diesel deliveries to your local service stations or are being transported through your area for delivery to other communities.

The prevalence of other regulated products or substances will depend on several factors:

- dangerous goods which originate in your municipality;
- dangerous goods which are being delivered to your community for consumption or storage; and
- dangerous goods being transported through your community enroute to other delivery points.

Your Fire Department should be able to provide an inventory of dangerous goods which are being manufactured or processed in your area, and those being delivered for local consumption by both local industry and the general public. If such an inventory is not currently in existence, its development would vastly improve your future emergency response planning.

Information about those products moving through your community may also be available at the local level and the Dangerous Goods and Rail Safety Branch may be able to provide information directly or assist you in getting information from other government departments. Industry can also assist you extensively in this area. They can also help to determine the frequency and timing of dangerous goods shipments within your community.

9. Adjacent Municipalities

Consulting with appropriate officials from municipalities on your border is an absolute must. Adjacent municipalities may have a routing by-law or may be considering one. Every effort must be made to recognize regional concerns and to ensure that routing requirements are compatible with those of neighbouring communities.

10. Access To Other Modes

Consideration should be given to the possibility of imposing restrictions which would unduly disrupt the transportation of dangerous goods by other modes of transport. Many dangerous goods are transported by rail and water. Frequently, they are the only modes that can be used for certain domestic, transborder or international shipments. Restricting access to their facilities could result in very serious economic problems for industries and citizens of most regions in Alberta.

Those municipalities who have airports within their boundaries should also determine what impact restrictive routing might have on airport operations. For the most part, placardable quantities are not shipped by air; however, there are exceptions in some instances. Airport management should be consulted about this.

11. Selecting a Route

Having determined where, why and when dangerous goods are being transported within your municipality, you need to consider which highways or roads should be designated as dangerous goods routes. If you already have truck routes designated within your community, your task may be fairly straightforward. In addition to selecting the routes which make sense according to the needs of your community, other aspects must also be considered:

- Provision must be made to accommodate the safe and efficient transportation of dangerous goods through your municipality. In some jurisdictions, provincial/territorial highways or roads must remain designated as dangerous goods routes. Such thoroughfares are either major transportation corridors or feeder routes. Imposing restrictive routing on these particular highways or roads would severely compromise transportation networks.
- If you can show, in the interests of public or environmental safety, the wisdom for imposing routing restrictions on some provincial/territorial highways or roads, we suggest that you consult with the Dangerous Goods and Rail Safety Branch to try to resolve such issues satisfactorily.

12. Restrictions Based On Time Of Day

Large population shifts occur daily in any municipality. This will particularly concern larger municipalities where, on any given weekday, the concentration of people in its downtown core rises dramatically. Under such circumstances, it may be appropriate to restrict the movement of dangerous goods during normal business hours or when traffic flows are heaviest.

Consider how such restrictions will affect the businesses within those areas and to help reduce problems, consult with those businesses.

Example:

1. Notwithstanding section 4 (a) and (b), no carrier shall transport dangerous goods in the central business district or to a special purpose district except to obtain or deliver dangerous goods from or to a location in those districts.
2. No carrier shall transport dangerous goods in the central business district between 6:00 a.m. and 6:00 p.m., Monday to Saturday, both inclusively.
3. No carrier shall transport dangerous goods to or in a special purpose district on Saturdays or Sundays, or between 6:00 p.m. and 6:00 a.m., Monday to Friday, both inclusively.

13. Parking

You may wish to deal with parking restrictions in your dangerous goods routing by-law. In simple terms, there are essentially two approaches:

- designate approved parking areas within your municipality based on local conditions; or
- prohibit vehicles transporting dangerous goods from parking within a given distance of a residential area.

Example:

“Vehicle storage location” means any area which is at least 150 metres away from the nearest residential, institutional or assembly occupancy, or other location, that has been accepted by the Fire Chief or an official designated by the Municipal Manager.

Whichever method is chosen, an exemption must be provided:

- to allow carriers to obey peace officers or traffic control devices;
- to pick up and/or deliver dangerous goods and other commodities,

- to service or repair the vehicle; and
- for the personal comfort needs of the driver.

Example:

No carrier shall stop within the Municipal District (M.D.) except:

- a) in compliance with a peace officer, an inspector or a traffic control device
- b) to load and unload
- c) to repair or refuel the vehicle
- d) at a vehicle storage location

Such exemptions can be included in the by-law or, for at least some of the exemptions, through an agency which provides permission to carriers who can show a specific need. This process will be further discussed under the heading "Off Route Permission".

14. Signs

The Uniform Traffic Control Manual for Canada sets out design standards and specifications for both dangerous goods route signs and dangerous goods prohibition signs. A copy of an excerpt from the manual describing both signs (RB-69 and RB-70) are in Appendix "B".

If you decide to restrict certain dangerous goods routes during specific hours, these signs may be used with others which restrict hours of use. Note that you can fulfill requirements for signs by using only the positive sign (shown as RB69 in Appendix "B").

The prohibition sign (RB70, Appendix "B") can be used to emphasize that dangerous goods are not permitted on a particular highway or road. Some legal sources suggest, however, that to be consistent, if one prohibition sign is used, then all non-dangerous goods routes within the municipality should be similarly signed.

For more information on road sign specifications contact the Technical Standards Branch of Alberta Transportation at (780) 415-1050.

15. Off Route Permission

You may find it necessary to allow for carriers transporting dangerous goods to proceed on other than a dangerous goods route or to grant other exemptions to your by-law. The need for this is obvious if your by-law does not contain automatic exemptions for necessities like servicing or repairing vehicles, picking up and delivering dangerous goods or other commodities, the personal needs of the driver or any other circumstance where a carrier should be allowed to depart from a designated dangerous goods route (for example, delivery of medical oxygen to clients in residential areas).

Example:

Subject to section 6, no carrier shall transport dangerous goods other than on a dangerous goods route, except:

- a) to obtain or deliver dangerous goods from or to a location off a dangerous goods route or to gain access to a vehicle storage location, in which event the carrier will:
 - i) proceed on a dangerous goods route to the truck route by the most direct route to the collection or delivery point or the vehicle storage location
 - ii) proceed on the truck route specified in (i) directly to the collection or delivery point, the vehicle storage location or to the street on the most direct route
 - iii) if applicable, proceed on the street specified in (ii) directly to the collection or delivery point or the vehicle storage location
 - iv) return to the dangerous goods route on the same street and truck route; or
- b) to obtain emergency repairs or service at the nearest service station or repair depot located on a truck route.

Usually this involves a system which delegates authority to a municipal agency, preferably with a twenty-four hour a day contact capability, to issue permits of exception. Such permits could be issued by telephone through a number which should be advertised on all access routes to your municipality. Carriers who require off route permission can then readily obtain verbal authorization provided the issuing agency is prepared to approve such a permit.

Example:

1. a carrier may apply for a special permit to transport dangerous goods off a designated dangerous goods route, in the central business district or to a special purpose district other than in the manner set out in sections 4 and 6.
2. a special permit may be issued by the M.D. (through the Fire Chief or an official authorized by the Municipal Manager) by telephoning or writing to the Municipal District of _____. Applications shall contain evidence to support that compliance with sections 4 or 6 is impracticable.
3. the Fire Chief or official authorized by the Municipal Manager may issue a special permit granting total or partial exemption from the requirements of sections 4 or 6 and may impose any terms and conditions considered necessary to safeguard the citizens of the M.D. and their property.
4. any contravention of the terms and conditions contained in a special permit issued under subsection (3) shall invalidate the special permit. If your fire or police department operates twenty-four hours a day, you may wish to designate them as the issuing agency because a system of this nature provides extremely valuable advance information should a permitted carrier become involved in an accident while off route.

Provisions can also be made in your by-law to issue written permits to cover other circumstances which might continually recur. In the absence of a permitting system, your by-law should be sufficiently flexible to cover the previously mentioned circumstances.

16. Penalties

If municipal enforcement personnel can issue traffic tickets or tags, you may wish to include payment of voluntary penalties for offences under the by-law in your by-law provisions. The format for these is probably already contained in one or more of your existing traffic by-laws and can simply be repeated in your dangerous goods routing by-law. In setting the amounts of the voluntary penalties, avoid setting fines which reflect the maximum allowed.

Clearly, dangerous goods carriers proceeding off route should face a slightly higher fine than currently exists for truckers who are not transporting dangerous goods and who violate a truck route by-law; however, the voluntary penalty should be consistent with those generally found in the transportation of dangerous goods legislation.

Example:

1. where a peace officer or a by-law enforcement officer of the M.D. believes that someone has broken part of this by-law, the peace officer may serve that person with a tag (which may be sent through the mail)
2. the form of the tag shall be determined by the M.D. and will show the date and time of the offence, the place where the offence occurred, and the section of the by-law which was contravened
3. when a tag is issued for a breach of section 4, 5 or 6 of this by-law, a penalty of \$200.00 will apply

Example:

Any carrier or other person responsible for violating any of the provisions of sections 4, 5 or 6 is guilty of an offence and liable on summary conviction to a penalty not exceeding \$1000.00 excluding costs or, in the case of non payment of the imposed fine and costs, to imprisonment for no more than 30 days unless the fines and costs are paid up.

17. Model By-law

Appendix "A" is a model by-law which can be adapted to meet the needs of your specific municipality. Dangerous Goods and Rail Safety Branch may be able to assist you with the wording of your by-law. Particularly for those jurisdictions which require particular wording for unusual circumstances.

18. Awareness

After passing your by-law but before bringing it into force, consider presenting an awareness program to educate those people who will be expected to comply. Talking with local industries can alleviate many concerns. Also, many businesses will become aware of the by-laws through advertisements put into local newspapers.

Many of the people you want to tell about your by-law do not reside in your municipality. Regional trucking associations may be able to assist you to inform people. Signs posted on major access corridors can effectively inform carriers, particularly if a telephone call can provide specific information when required.

A well designed awareness program can pay dividends by reducing problems for those being regulated and by encouraging voluntary compliance of your by-law, thus making it more effective.

19. Periodic Review

After your by-law has been passed, you should organize systematic reviews of its effectiveness. Shortcomings should be identified and procedures set up to correct them. Future developments in your municipality may outdate your by-law. Every effort should be made to ensure the by-law continues to meet the needs of your community.

Section 17(2) of the Dangerous Goods Transportation and Handling Act requires a review and renewal after five years.

20. Feedback

These guidelines were developed to help you make a decision on whether or not a dangerous goods routing by-law is needed for your municipality. If you have decided to have a by-law, establish procedures to fully plan, assess and use your dangerous goods routing system. If you are unclear about any of this information, please contact the Dangerous Goods and Rail Safety Branch about your concerns.

Appendix A: Model By-Law

City / Town of _____

Province of ALBERTA

Number _____

A BY-LAW OF THE CITY / TOWN OF _____, IN THE PROVINCE OF ALBERTA TO REGULATE THE TRANSPORTATION OF DANGEROUS GOODS

WHEREAS, the Council of the City/Town of _____, duly assembled, deems it advisable to set forth the terms and conditions to regulate the transportation of dangerous goods in and through the City/Town of _____.

NOW THEREFORE, the Council of the City/Town of _____, under the authority vested in it by Section 17 of the [*Dangerous Goods Transportation and Handling Act*], hereby enacts as follows:

1. This By-law may be cited as the "Transportation of Dangerous Goods Routing By-Law".
2. Definitions in the [*Dangerous Goods Transportation and Handling Act*] and its Regulations, as applicable; and the definitions in the [*Traffic Safety Act*] and its Regulations, as applicable; are adopted for the purposes of the interpretation and the application of this By-law.
3. No person shall transport within the corporate limits of the City/Town of _____, any dangerous goods for which placards are required by the [*Dangerous Goods Transportation and Handling Act*] and its Regulations in or on any vehicle other than on an approved Dangerous Goods Route as shown on the map in Schedule "A", attached to and forming part of the By-law, and as identified by such signs, as shall be posted, set out in Schedule "B", attached to and forming part of this By-law, unless the said person is:
 - a) obtaining dangerous goods from or delivering dangerous goods to a location in the City/Town of _____ by the most direct route between Dangerous Goods Routes; or
 - b) proceeding to or from a vehicle storage location by the most direct route between Dangerous Goods Routes.

4. Notwithstanding Section 3, where a person is required to transport dangerous goods off a designated Dangerous Goods Route, a permit may be obtained from the City/Town or from the Fire Chief by telephoning or writing to:
 - a) City/Town: [*insert telephone number and address*], or
 - b) Fire Chief: [*insert telephone number and address*].
5. No person transporting dangerous goods for which placards are required shall stop within the City/Town except:
 - a) at a permitted storage location, meaning any area which is at least one hundred and fifty (150) metres away from the nearest residential, institutional or assembly area and is approved by the Fire Chief;
 - b) to load or unload;
 - c) in compliance with a Peace Officer, an Inspector or a traffic control device;
 - d) to repair or refuel the vehicle, or
 - e) in compliance with a valid permit.
6.
 - a) A person shall, when requested by a Peace Officer, produce for the Officer's inspection any shipping document, any permit issued under this By-law, or any other document showing the origin and designation of all shipments and a description of any dangerous goods.
 - b) Particulars obtained by a Peace Officer under this Section and tendered by him as evidence in Court shall be prima facie proof of the particulars thereon submitted in evidence without proof of the signature or official capacity of the person signing the document.
7.
 - a) A notice or form commonly called a [*insert title of your local traffic ticket*] may be issued by a Peace Officer to any person alleged to have breached any provision of this By-law, and that notice may require the payment in an amount, not to exceed [*insert maximum allowable penalty for a traffic ticket offence*], as specified in Schedule "C", attached to and forming part of the By-law, for that particular breach of the By-law;
 - b) A [*insert title of your local traffic ticket*] shall be deemed to be sufficiently served when it is:
 - i) served personally on the accused;
 - ii) mailed to the address of the registered owner of the vehicle concerned or to the person concerned; or

- iii) attached to or left upon the vehicle allegedly involved in the offence.
- c) Nothing in this By-law shall prevent any person from defending a charge of committing a breach of the provisions of the By-law.
- d) Any person who commits a breach of any of the provisions of this By-law shall, on conviction for such breach, be liable to a penalty not exceeding [*insert the maximum allowable penalty for a breach of a by-law*], exclusive of costs, or to imprisonment, in the case of non-payment, for a term not exceeding [*insert maximum term*], or to both fine and imprisonment.

8. This By-law shall come into force on the date of its approval by [*the Minister responsible for Alberta Transportation, or delegated representative.*].

READ A FIRST TIME IN COUNCIL

THIS _____ DAY OF _____, 20____.

READ A SECOND TIME IN COUNCIL

THIS _____ DAY OF _____, 20____.

APPROVED BY THE [*the Minister responsible for Alberta Transportation, or delegated representative*]

THIS _____ DAY OF _____, 20____.

(Signature)

READ A THIRD AND FINAL TIME IN COUNCIL

THIS _____ DAY OF _____, 20____.

(Mayor)

(Secretary)

Appendix A: Model By-Law

City / Town of _____

By-Law Number _____

Schedule “A”

[Insert a map of the City/Town on which the Dangerous Goods Routes have been highlighted and an appropriate legend designates them as such or simply describe the designated routes.]

Appendix A: Model By-Law

City / Town of _____

By-Law Number _____

Schedule “B”

[Insert illustrations of those signs being used to designate your Dangerous Goods Routes. The design standards and specifications for these signs as set out in the Uniform Traffic Control Manual for Canada are included in these guidelines as Appendix “B”.]

Appendix A: Model By-Law

City / Town of _____

By-Law Number _____

Schedule "C"

SCHEDULE OF FINES

- | | | |
|----|--|----------|
| 1. | Drive vehicle carrying dangerous goods, contrary to the by-law. | \$500.00 |
| 2. | Stop vehicle carrying dangerous goods contrary to the by-law. | \$500.00 |
| 3. | Fail to produce documents which identify origin and destination of trip and a description of the load, contrary to the by-law. | \$500.00 |
-

Appendix B

Dangerous Goods Route Signs

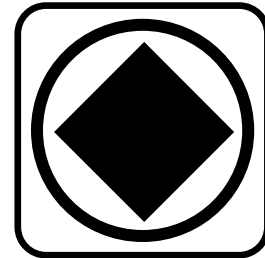
Dangerous Goods Route Signs will be used to indicate regulations related solely to the movement on streets and highways of vehicles classified as dangerous goods carriers.

Dangerous Goods Route Sign (RB-69)

The Dangerous Goods Route Sign will show that dangerous goods carriers, as defined by legislation, are allowed to travel along a street or highway.

Proper advance and directional arrows (1 B-5 to 1 B-9) will be added to the sign to indicate a turn or a change in the direction of a designated route. Advance turn arrows will be placed between 50m and 150m before an intersection where the route changes direction.

The signs will be made to reflect, or lit to show, the same colour and shape both day and night.



RB – 69
60 x 60 cm

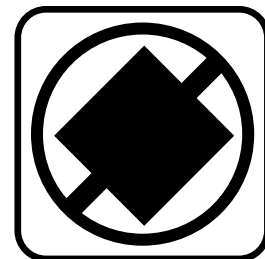
OPTIONAL

Dangerous Goods Prohibition Sign (RB-70)

The Dangerous Goods Prohibition Sign will show that carriers of dangerous goods, as defined by legislation, may not travel on a particular street or highway.

The sign will be placed along the street or highway from which dangerous goods are barred. The sign will be placed where the street or highway intersects a dangerous goods route, to prevent illegal entry of vehicles carrying dangerous goods.

The signs will be made to reflect, or be lit to show, the same colour and shape both day and night.



RB – 70
60 x 60 cm

For information on road sign specifications, contact the Technical Standards Branch of Alberta Transportation at 780-415-1050 (toll free in Alberta dial 310-0000).