

Pipeline and Hazardous Materials Safety Administration (PHMSA)

Emergency Response to Bakken Crude Oil Stakeholder Engagement Meeting

Monday, February 10, 2014

Summary of Comments

Current State of Bakken Crude Oil Risk Awareness:

Public safety and other local officials need information and cooperation regarding hazardous materials trains traveling through their communities. They need to know routes of travel, frequency and other important information. Many participants agreed that the emergency response community has only recently been made aware of the significance of the bulk transportation of Bakken shale crude oil, similar to the ethanol transportation issue that arose a few years ago which generated similar concerns. Many also agreed that there is not a full understanding of the chemistry and hazardous characteristics of today's product - therefore the readiness is insufficient. Fire departments in those areas where there have been long standing production of oil and associated shipments, and those facilities that receive these products (refineries) have greater familiarity of product(s). It is those communities between those two points where accidents can occur that have limited, if any, familiarity. Other comments:

- Public safety and other local officials generally do not have adequate information or data about the materials transported through their communities.
- An examination of the likely and worst case scenarios is needed in order to be properly prepared and trained for response. The ability to deliver effective training resources across the country is not practical (impossible to train 1.2 million responders). Therefore, identifying those states/counties that have the highest volume/risk should be the priority.

- Most local fire and emergency response agencies do not have the resources, infrastructure, equipment or personnel to effectively respond to unit trains carrying a large volume of flammable liquid.
- The National Fire Protection Association (NFPA) is working with the National Transportation Safety Board (NTSB) on their top ten issues, including evaluation of the first responder training community.

Current State of Operational Readiness/Capability:

Participants agreed there are tough decisions to be made about resources. Due to the economic downturn, hazmat teams became regional while a number of local teams lost technical expertise. The level of certification is falling – there is a need to train responders to the operations level. At the awareness level there is a lack of capability to process information. Virginia covers operations, however other states may not. Resources and time constraints prevent it.

Publicity around incidents and increased volume of shipments creates increased opportunity to speculate about emergency response training. Many participants agreed that training is available –there is no need more training. The real need is to make existing training more accessible. Other comments:

- Better communication is needed between the transportation sector and fire services.
- NFPA 1001 requires operations level training be achieved.
- Train operators need to follow their procedures and operate safely.
- There is a need to look at different spills and address response through engineering of better rail cars - has all that can be done to strengthen cars been done?
- Everyone should be planning for incidents and fighting initiative to create more training.

- There is a need to understand the capabilities of communities. There is not enough foam for any one of these incidents. Maybe the immediate need is to let fires burn off.
- Prevention needs to be the priority, however, incidents do happen.

Familiarity with Bulk Shippers Emergency Response Plans/Procedures:

Communities know crude oil is out there, but the important fact is that they need to know how widespread the transportation of crude is. Most participants agreed that proper planning is needed. There is a need to take a proactive approach, not one that is reactive. Sometimes something is done that was not planned for which segues into planning as a result of the consequences. Awareness training is needed to identify the different outcomes from current crude train incidents. Whistle Stop Tours are effective, but the challenge is getting responders to participate. Other comments:

- There is a need to look at lessons learned – what worked, what did not work as well for different outcomes.
- Catastrophic failure of a tank car is an engineering challenge.
- There is a need for more science to help with awareness.
- It is the responsibility of shippers to notify communities when these big shipments are being transported through them; the shipper is responsible for what they are pushing through towns.

Available Training Resources (Sources, Accessibility, Gaps in Training):

Some participants expressed that new or modified training was needed, while others thought that adequate training exists but it needs to be more accessible. Some are not convinced that there is a training issue – there is an information issue. A fundamental change to how training is conducted is not needed.

Over-time is a big burden, but is often required to train, or fill slots while others are trained. Volunteers have limited time - they have to take time from their jobs, and must

make tough training choices. The root causes have not changed, but there is a need to get responders in training. More online training can help. Other comments:

- Politics can shift overnight.
- There is no single point for resources for emergency response, management, etc. (awareness or something specific).
- A flow diagram is needed to describe how to get training delivered.
- There is a need for better access to training, it has to be collaborative.
- More information is needed and less training.
- Is 40 hours of training needed versus 24 hours?
- Crude oil is traditionally one material - awareness has to be on different categories in order to know what to do.
- States are looking for a program with the ability to customize rather than reading out of an instructor guide. They need to be able to train based on their equipment.
- How does training get delivered – online, classroom, re-enforced face to face? How much hands-on?
- Generational differences, and shift differences have to be considered.

Needs of Emergency Responders/Public Safety Agencies:

Most communities are not prepared for flammable liquid incidents. There is a need to make sure that routes can be mapped and to know what the capabilities are along those lines. There is a better understanding in the oil patch, but railroads need to be engaged to know where these products are going and consider response at all levels. Where are the gaps? Where is the rail car response capability? There is a need to identify the players and their responsibilities. Are Local Emergency Planning Committees (LEPCs) engaged? Do they have relationships in place at all levels? Other comments:

- Participants support energy independence, but it comes with tons of volume increase.

- How much money and effort does a community use to plan for these events?
- Consider the high de-obligation rate within PHMSA's Hazardous Materials Emergency Preparedness (HMEP) grant program. Grant funds are available to pay for commodity flow studies and resulting training needs.
- Should industry regional teams be targeted? Where is the best target?
- Should contractors be used? Where is the right intervention?
- Do priorities need to be expanded with the net increase in product growth?
- Communities cannot fight large tank fires of flammable liquid bulk quantities, they have to call in contractors. Rail incidents can start small and grow.

Possible Follow-up Meeting Discussion Topics:

- Strategies to identify existing training and make it more accessible.
- Outreach opportunities for communities along routes from departure to destination.
- Grant funding opportunities for planning and training.
- Feedback and takeaways from organizations represented.

Participants:

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| American Associations of Railroads (AAR) | Matthew Forister, Director of Hazardous Materials |
| American Petroleum Institute (API) | Robin Rorick, Senior Director for Marine, Security, and Emergency Response Beth Treseder, Policy Advisor |
| Federal Motor Carrier Safety Administration (FMCSA) | Paul Bomgardner, Chief, Hazardous Materials Division |
| Federal Rail Administration (FRA) | Mike Lestingi, Division Chief, Passenger Rail Policy |
| Interagency Board (IAB) | Chief A.D. Vickery, Assistant Fire Chief Jay Hagen, Chair |
| International Association Emergency Management (IAEM) | Russ Decker, Past President |
| International Association of Fire Chiefs (IAFC) | Richard Miller, HazMat Subject Matter Expert |
| International Association of Fire Chiefs, Hazardous Materials Committee (IAFC HMC) | Chief Rick Edinger, Vice Chair |
| International Association of Fire Fighters (IAFF) | Elizabeth Harman, Assistant to the President Dick Hopkins, Hazmat Training Coordinator |
| International Liquid Terminal Association (ILTA) | Peter Weaver, Vice President of Governmental Affairs Paul Sohi, Director of Regulatory Compliance and Safety |
| North American Fire Training Directors (NAFTD) | Melvin Bryne |
| National Association of State Fire Marshals (NASFM) | J. William Degnan, Past President Bill Spencer, DC Representative |

National Fire Protection Association
(NFPA)

Gregory Cade, Director of Government
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Meghan Housewright, Associate
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NFPA Technical Committee on
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National Volunteer Fire Council
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Thomas Miller, West Virginia Director

TRANSCAER

Frank Reiner, Vice Chairman

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