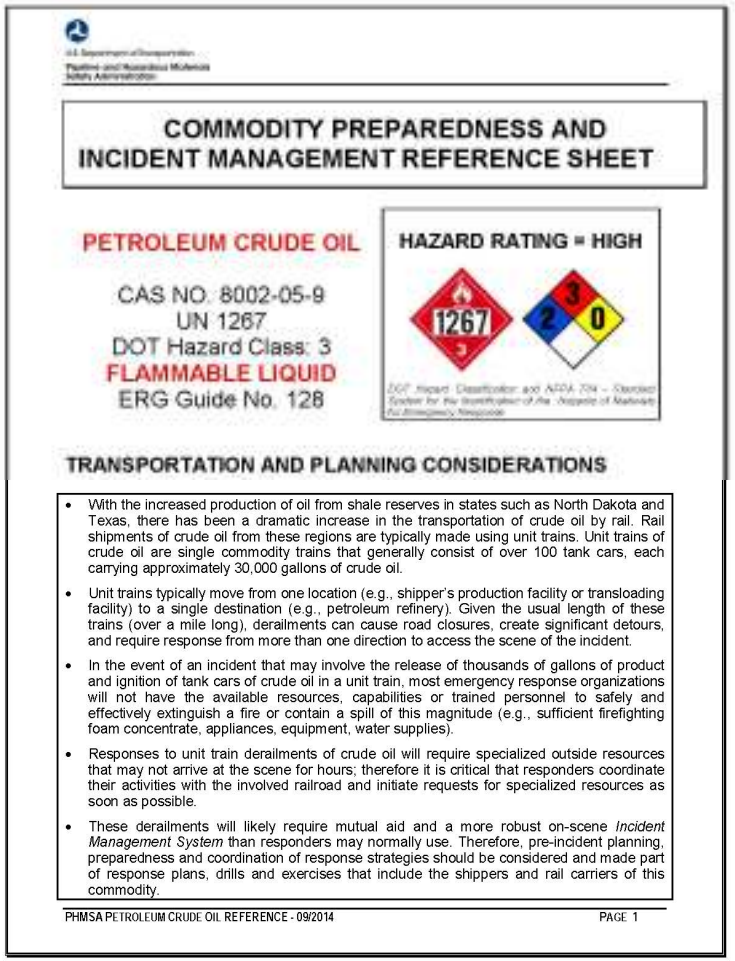
REFERENCE SHEET RECAP

- Commodity Preparedness and Incident Management Reference Sheet
- Pre-Incident Planning and Preparedness



COMMODITY PREPAREDNESS AND INCIDENT MANAGEMENT REFERENCE SHEET

PETROLEUM CRUDE OIL

CAS NO. 8002-05-9
UN 1267
DOT Hazard Class: 3
FLAMMABLE LIQUID
ERG Guide No. 128

HAZARD RATING = HIGH

1267

TRANSPORTATION AND PLANNING CONSIDERATIONS

- With the increased production of oil from shale reserves in states such as North Dakota and Texas, there has been a dramatic increase in the transportation of crude oil by rail. Rail shipments of crude oil from these regions are typically made using unit trains. Unit trains of crude oil are single commodity trains that generally consist of over 100 tank cars, each carrying approximately 30,000 gallons of crude oil.
- Unit trains typically move from one location (e.g., shipper's production facility or transloading facility) to a single destination (e.g., petroleum refinery). Given the usual length of these trains (over a mile long), derailments can cause road closures, create significant detours, and require response from more than one direction to access the scene of the incident.
- In the event of an incident that may involve the release of thousands of gallons of product and ignition of tank cars of crude oil in a unit train, most emergency response organizations will not have the available resources, capabilities or trained personnel to safely and effectively extinguish a fire or contain a spill of this magnitude (e.g., sufficient firefighting foam concentrate, appliances, equipment, water supplies).
- Responses to unit train derailments of crude oil will require specialized outside resources that may not arrive at the scene for hours; therefore it is critical that responders coordinate their activities with the involved railroad and initiate requests for specialized resources as soon as possible.
- These derailments will likely require mutual aid and a more robust on-scene *Incident Management System* than responders may normally use. Therefore, pre-incident planning, preparedness and coordination of response strategies should be considered and made part of response plans, drills and exercises that include the shippers and rail carriers of this commodity.

PHMSA PETROLEUM CRUDE OIL REFERENCE - 09/2014 PAGE 1

TRIPR

FLAMMABLE LIQUID UNIT TRAINS

1.0 PRE-INCIDENT PLANNING AND PREPAREDNESS

U.S. Department of Transportation

Pipeline and Hazardous Materials Safety Administration

OBJECTIVES

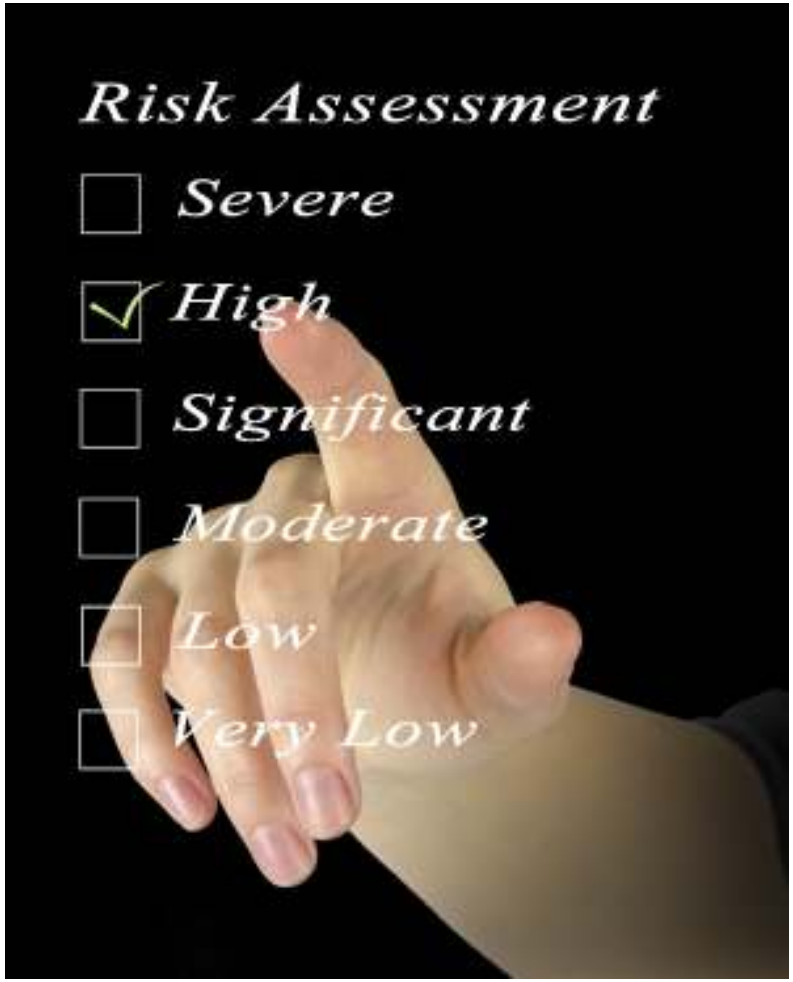
- Explain the importance of pre-incident planning and preparedness.
- Identify agencies and organizations that could provide technical assistance for enhancements to the community's Emergency Response Plan.
- Discuss the elements that should be included in an Oil Spill Hazmat Annex.

PRE-INCIDENT PLANNING

- Required by federal law
- Helps establish relationships between response agencies.
- Your plan should include the hazardous commodities being transported through your community.

PRE-INCIDENT PLANNING

- Provides a means to conduct a capabilities assessment
- Can assist with the community's risk assessment
- Helps identify equipment and training shortfalls



NATIONAL CONTINGENCY PLAN

- The National Contingency Plan outlines the importance of contingency planning.
- Requires EPA and the USCG Federal On Scene Coordinators to implement Area Contingency Plans for their national jurisdictions.
- These planning efforts and coordination can be a valuable element to pre-incident planning.

ORGANIZATIONS IN A POSITION TO HELP

- Pipeline and Hazardous Materials Safety Administration (PHMSA)
- Federal Railroad Administration (FRA)
- U.S. Coast Guard (USCG)
- U.S. Environmental Protection Agency (EPA)
- National Response Teams (NRT) & Regional Response Teams (RRT)

ORGANIZATIONS IN A POSITION TO HELP

- Transportation Community Awareness and Emergency Response (TRANSCAER®)
- Association of American Railroads (AAR)
- American Petroleum Institute (API)
- Renewable Fuels Association (RFA)
- Class I, II & III Railroads moving hazardous materials through a community.

EMERGENCY CONTACT INFORMATION

- Class I rail carrier Emergency Operations Center contacts:
  - BNSF Railway (800) 832-5452
  - Canadian National (CN) Railway (800) 465-9239
  - Canadian Pacific (CP) Railway (800) 716-9132
  - CSX Transportation (800) 232-0144
  - Kansas City Southern (KCS) Rail Network (877) 527-9464
  - Norfolk Southern (NS) Railroad (800) 453-2530
  - Union Pacific (UP) Railroad (888) 877-7267

Oil Spill Program - Preparedness

- Oil Pollution Act envisions a coordinated response between industry and all levels of government
  - Requires an Area Plan with Area Committee members from Federal, State and local government
  - Requires Facility Response Plans to be “consistent” with the Area Plan

Oil Spill Program - Preparedness

- The Area Contingency Plan shall

"…describe in detail the responsibilities of an owner or operator and of Federal, State and local agencies in removing a discharge, and in mitigating or preventing a substantial threat of a discharge;"

Oil Spill Program - Preparedness

- Region 5 has developed a Web-based ACP/RCP which follows the Incident Command System.
- The RCP/ACP delineates the boundaries between the inland zone and the coastal zone.
- Identifies Economically and Environmentally Important areas
- Provides policies on the use of alternative response techniques
- Includes other tools, and localized response strategies
- The web address for the RCP/ACP is: **www.rrt5.org/ACP**

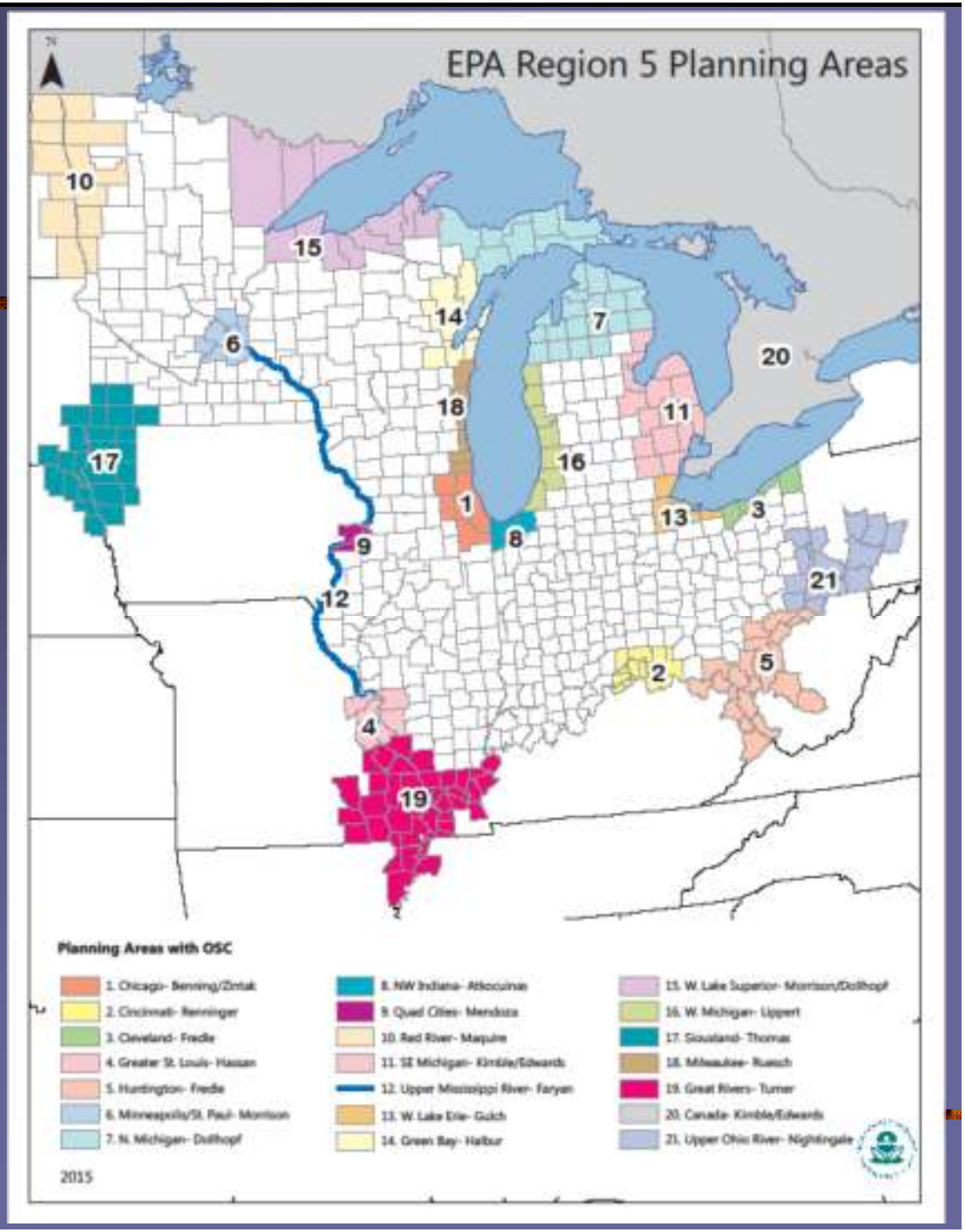
Region 5's Area Planning activities include:

21 Sub-Areas, primarily in major metropolitan areas

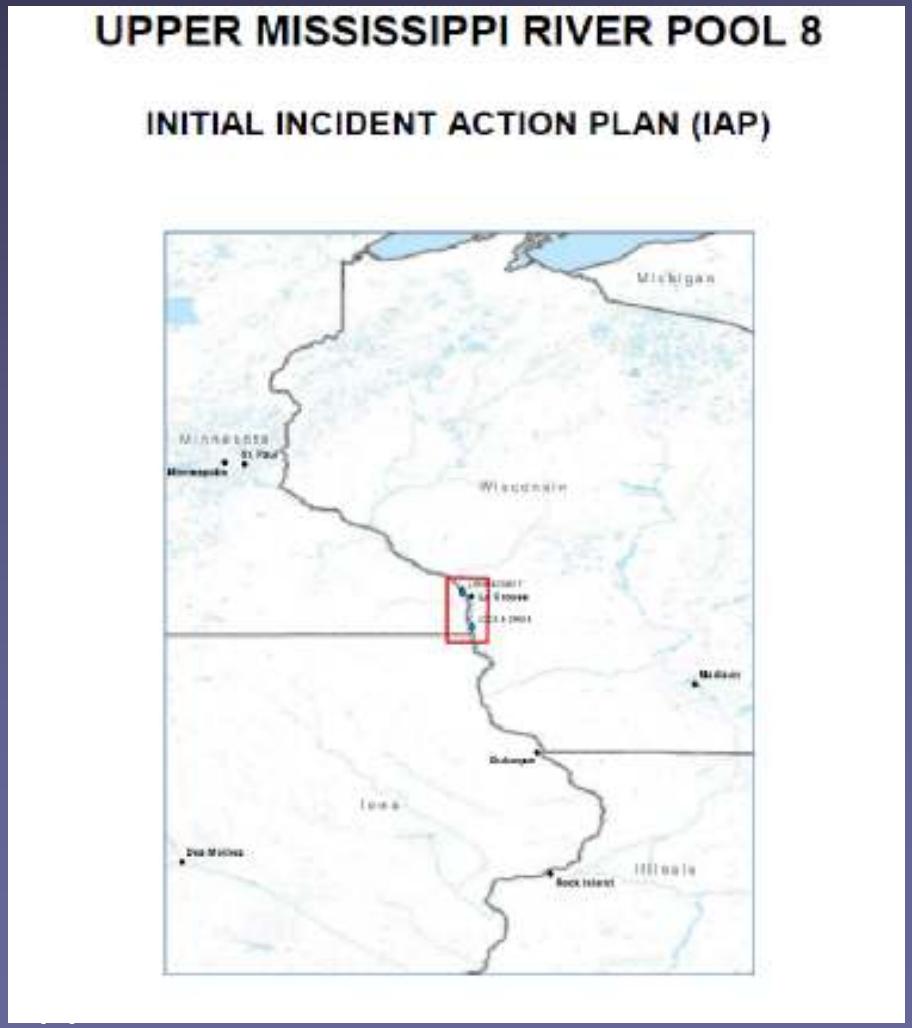
"One County In" Planning with USCG

Joint Planning with Regions 3,4,7,& 8

Joint Planning with Canada



Planning and Response



- Some Sub-Areas have created plans in the Incident Action Plan format
- This allows for the plan to move directly into response

U.S. EPA Region 5 Ohio River - Cincinnati Sub Area Response Plan
Mill Creek Tactical Response Plan
(Response Plan Concept)

2015 Tactical Response Plan in Cincinnati

Pre-determined boom locations on the Ohio River

OR_C_466.4
OPERATIONS
AERIAL VIEW

Boom length and angle are to be determined by the river conditions at the time of the response.

OR_C_466.4
RIVER VIEW

Oil Spill Program – Preparedness Training, Drills and Exercises

- Preparedness for Response Exercise Program (PREP) Addresses the exercise requirements for oil spill response
- Establishes minimum guidelines for ensuring adequate response preparedness
- Satisfies the exercise requirements of EPA, the Coast Guard, PHMSA and the FRP holder community
- USEPA and USCG conduct government-lead Area PREP drill
- Participates in sub-area exercises
- EPA and USCG participate in industry exercises when requested

LaCrosse Area Functional Exercise w/ RRs

October 2014

125 participants, including BNSF & CP

REFERENCE SHEET RECAP

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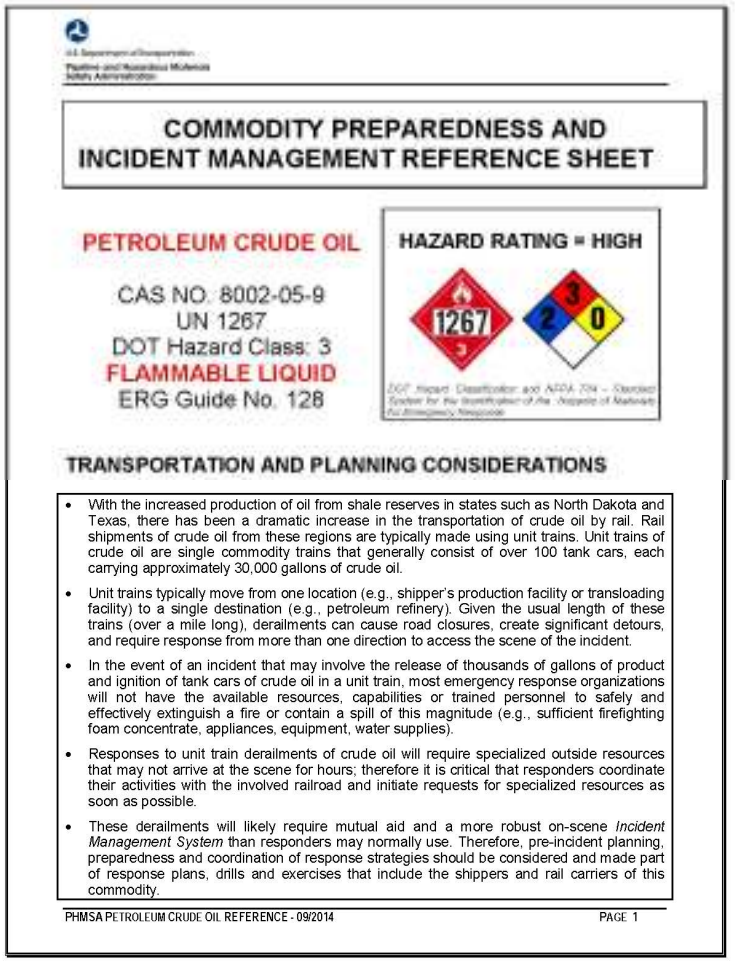
- Incident Management



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PHMSA PETROLEUM CRUDE OIL REFERENCE - 09/2014 PAGE 1

TRIPR

FLAMMABLE LIQUID UNIT TRAINS

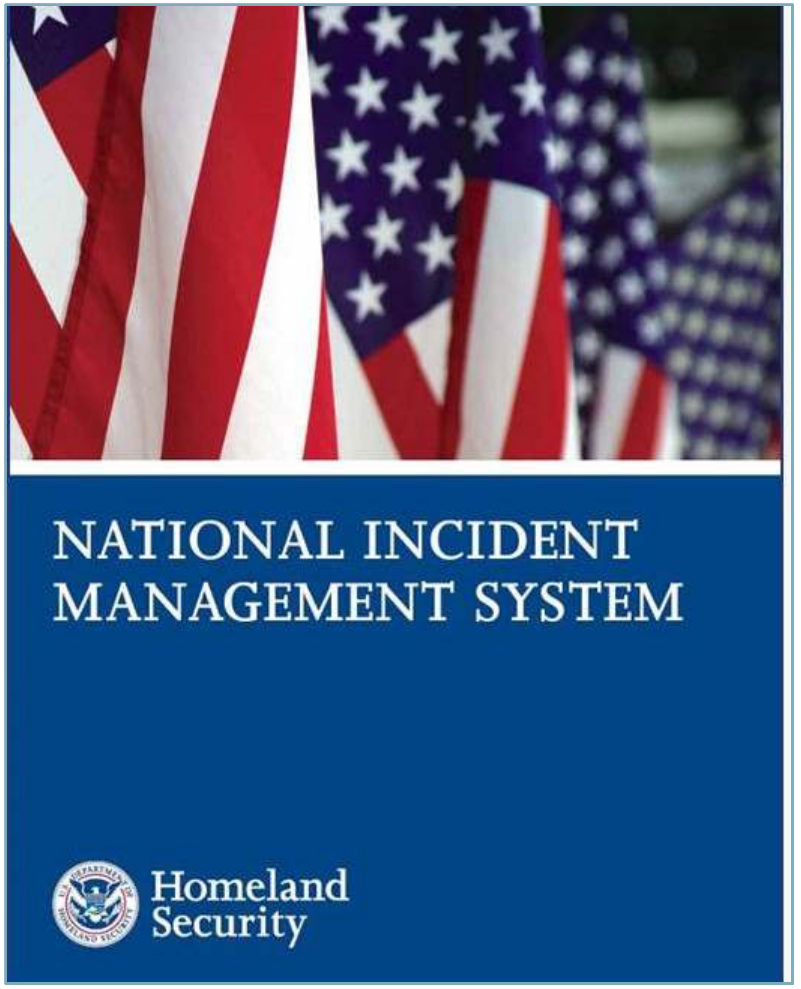
2.0 INCIDENT MANAGEMENT PRINCIPLES

U.S. Department
of Transportation

Pipeline and
Hazardous Materials
Safety Administration

NATIONAL INCIDENT MANAGEMENT SYSTEM

- Establishes a scalable and flexible set of processes and procedures that emergency responders will use to conduct response operations.
- Enables responders at all levels to work together more effectively and efficiently to manage events.



THE NATIONAL RESPONSE SYSTEM

- USEPA and USCG Federal On-Scene Coordinators (FOSCs) have the authority to lead oil and hazardous substance response.
- FOSCs provide technical and contract support to local ICs early in an incident and will be prominent in Unified Command.
- Can direct all Responsible Party response actions.
- Coordinate with affected Tribes and States.
- Can mobilize highly trained Type 1 and 2 Incident Management Teams.
- Can request and fund support from other state and federal agencies.

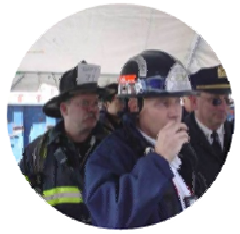
INCIDENT MANAGEMENT PRINCIPLES

- Initial site command and control
- Follow guidance in the DOT Emergency Response Guidebook
- Follow the National Incident Management System (NIMS)

INCIDENT MANAGEMENT PRINCIPLES (CONT'D)

- Anticipate Federal/State On Scene Coordinators in Unified Command
- Other Federal cooperating or assisting agencies
- State, Tribal, and municipal agencies.
- Railroad will integrate assets into NIMS structure as determined by the UC based on the Incident
- Will likely require activation of Emergency Operations Center (EOC).

INCIDENT COMMAND SYSTEM



Incident Commander

Safety Officer

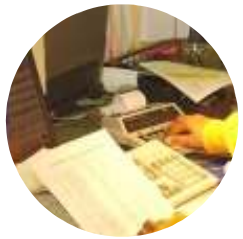
Public Information Officer

Liaison Officer

Operations Section

Planning Section

Logistics Section



Finance/Admin Section

UNIFIED COMMAND

Unified Command offers the following advantages:

- A shared understanding of priorities and restrictions
- A single set of incident objectives
- Collaborative strategies
- Improved internal and external information flow
- Less duplication of effort
- Better resource utilization

Unified Command – Pipeline Response Example

Sunoco Logistics mobilized an IMT to manage response
Mid-Valley Pipeline Spill Response – March 2014 (Cincinnati)

Command and General Staff Meeting

1000 hours

Situation Briefing
Reviewing Action Tracker in C&G Staff Mtg

Tactics Meeting

1330 hours

SCAT recommendations discussed in Tactics Meetings with OPs

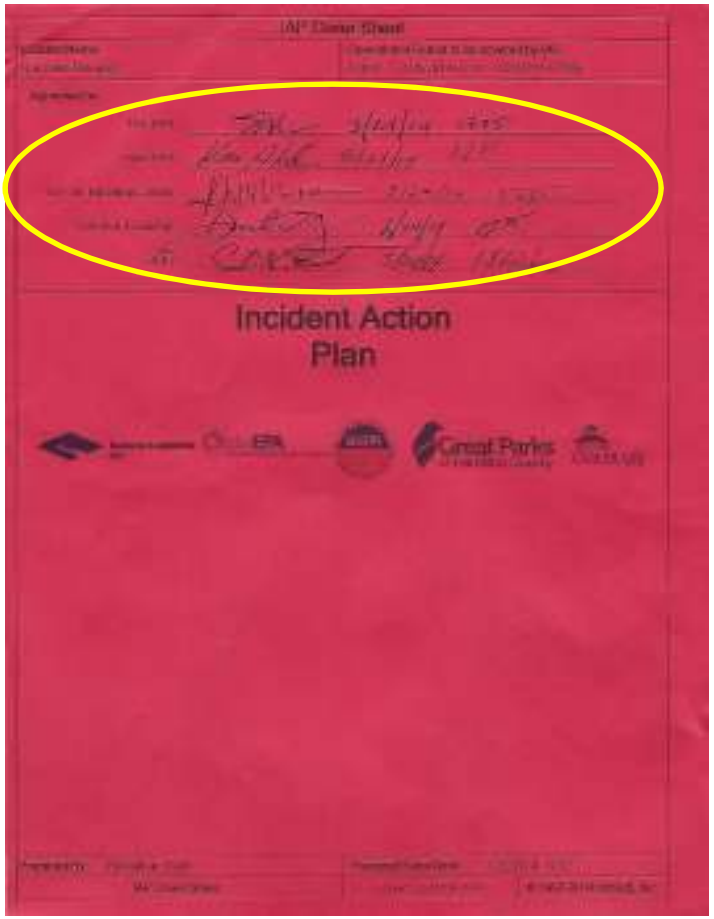
Planning Meeting

1600 hours

Daily plan (215s) presented to Unified Command for approval

IAP Approval Meeting

1800 hours



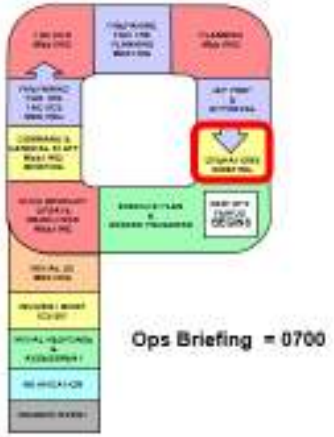
Operations Briefing

0700 hours

Operations Briefing

The operations briefing:

- Is conducted at the beginning of each operational period
- Presents the IAP to supervisors of tactical resources



Ops Briefing = 0700

Operations – Air Monitoring

Air Monitoring conducted by EPA and Sunoco coordinated thru Unified Command
Protect public and responders

Operations - Recovery

Underflow dam constructed in creek – Day 4

August 2014 Duke Energy Diesel Spill – Cincinnati Unified Command

Multi-Agency IMT to managed response to a 10,000 gal spill in the Ohio River

Galena Derailment – March 2015

IMT – Unified Command

SINGLE VS. UNIFIED COMMAND

Single Incident Commander	Unified Command
The Incident Commander is: • Solely responsible (within the confines of his or her authority) for establishing incident objectives and strategies. • Directly responsible for ensuring that all functional area activities are directed toward accomplishment of the strategy.	The individuals designated by their jurisdictional or organizational authorities work together to: • Determine objectives, strategies, plans, resource allocations, and priorities. • Execute integrated incident operations and maximize the use of assigned resources.

UNIFIED COMMAND FOR RAIL INCIDENTS

- On-Scene Incident Commander (Local Fire)
- On Scene Coordinators (OSC)
  - Federal OSC from USEPA/USCG
  - State OSC
- Responsible Party
  - A Senior Transportation Officer will act as the lead railroad official.

IMPORTANCE OF INTEGRATING RAILROADS

- Railroad emergency responders are trained and prepared to operate within NIMS/ICS.
- Railroads will be part of Unified Command.
- Railroad will provide resources.
- Engage with Railroads during planning and preparedness phase to understand capabilities.

RAILROAD RESOURCES

The four major organizational components to a typical railroad response are:

- Transportation: Monitors the network, routes traffic and schedules trains and crews.
- Mechanical: In charge of all rolling stock (railcars) and locomotives.
- Engineering: In charge of all infrastructure including, track, signals, bridges, tunnels, etc.
- Safety or Risk Management: Contains emergency response functions such as police, Hazmat, Environment, Public Affairs, Claims, etc.

INCIDENT MANAGEMENT TEAMS

- Federal, State and Regional Incident Management Teams (IMT) provide planning, logistics and incident management support to the IC/UC.
- Regional and State IMTs have resources and capabilities to assist.
- USCG/EPA, state, local responders and railroad will integrate into an IMT as an incident progresses.

Emerging Oil Transportation Issues
Purpose

The **purpose** of this Group is to develop and implement a consistent Planning and Response initiative for Emerging Oil Transportation Issues during the next 3 years (2015-2017).

The Strategic Plan is based on Emerging Oil **Planning**, **Exercises**, and **Response** being consistent across Region 5.

Current Group members include: USCG, EPA5, PHMSA, FRA, RRs, Pipelines

Emerging Oil Transportation Issues

Objectives

Identify gaps in R5 ACPs and rail corridors by Dec 2015
Identify GRP priority areas by Dec 2015 (tiered approach)
Establish GRP #1 team by Dec 2015
Complete GRP #1 in 2016
Establish schedule for completing GRPs (identify #, locations, schedule)
Conduct Planning Group meetings on a monthly basis utilizing ICS Planning Process
Brief RRT on group activities
Conduct ICS training, as needed
Conduct Joint Crude by Rail Response training
Conduct Crude by Rail full scale exercise

Emerging Oil Transportation Issues
Schedule/Reporting

Initial group meeting conducted on **Aug 19, 2015** in Chicago

Second meeting conducted on **Nov 4, 2015** in Indianapolis

Plan to meet monthly and brief RRT at future meetings

Looking for state representatives to participate