



Emergency Notification Order for Railroad Operators Transporting Crude Oil



U.S. Department of Transportation
Federal Railroad Administration

On May, 7, 2014, the U.S. Department of Transportation (DOT) issued an Emergency Order requiring all railroads operating trains containing large amounts of Bakken crude oil to notify State Emergency Response Commissions (SERCs) about

the operation of these trains through their states.

Additionally, DOT's Federal Railroad Administration (FRA) and Pipeline and Hazardous Materials Safety Administration (PHMSA) issued a Safety Advisory strongly urging those shipping or offering Bakken crude oil to use tank car designs with the highest level of integrity available in their fleets. In addition, PHMSA and FRA advise offerors and carriers, to the extent possible, to avoid the use of older legacy DOT Specification 111 or CTC 111 tank cars for the shipment of Bakken crude oil.

"The safety of our nation's railroad system, and the people who live along rail corridors is of paramount concern," said Transportation Secretary Anthony Foxx. "All options are on the table when it comes to improving the safe transportation of crude oil, and today's actions - the latest in a series that make up an expansive strategy - will ensure that communities are more informed and that companies are using the strongest possible tank cars."



Effective with the date of the order, the Emergency Order (Docket Number DOT-OST-2014-0067), requires that each railroad operating trains containing more than 1,000,000 gallons of Bakken crude oil, or approximately 35 tank cars, in a particular state to provide the SERC notification regarding the expected movement of such trains through the counties in that state.

The notification must include estimated volumes of Bakken crude oil being transported, frequencies of anticipated train traffic, and the route through which Bakken crude oil will be transported. The Emergency Order also requires the railroads provide contact information for at least one responsible party at the

host railroads to the SERCs. The Emergency Order advises railroads to assist the SERCs as necessary to share the information with the appropriate emergency responders in affected communities.

FRA and PHMSA also issued a joint Safety Advisory, Number 2014-01, to the rail industry strongly recommending the use of tank cars with the highest level of integrity in their fleet when transporting Bakken crude oil. Click here to see the advisory: <http://www.fra.dot.gov/eLib/details/L05222>

The Department of Transportation continues to pursue a comprehensive, all-of-the-above approach in minimizing risk and ensuring the safe transport of crude oil. FRA and PHMSA have undertaken more than a dozen actions to enhance the safe transport of crude oil over the last ten months.

Contents

- BNSF Railroad Offers Free Emergency Response Training: Page 2***
- DOT Emergency Order for Crude Oil Testing: Page 3***
- Beat the Heat and Survive the Summer: Page 4***
- Upcoming Training: Page 5***
- The Disaster Dozen: Page 6***
- PHMSA "Operation Safe Delivery": Page 7***
- EO 13650 Final Report Available: Page 7***
- EPA Response to Chemical Cleanup: Page 8***

Emergency Notification Order for Railroad Operators Transporting Crude Oil (cont.)



This comprehensive approach includes immediate and long-term steps such as: launching “*Operation Classification*” in the Bakken region to verify that crude oil is being properly classified; issuing safety advisories, alerts, emergency orders and regulatory updates; conducting special inspections; moving forward with a rulemaking to enhance tank car standards; and reaching agreement with railroad companies on a series of immediate voluntary actions they can take by reducing speeds, increasing inspections, using new brake technology and investing in first responder training. Click here to view the Emergency Order: <http://www.dot.gov/briefing-room/emergency-order>

Senators Ronald Wyden and Jeffery Merkley of Oregon have called on the Department of Transportation to expand the notification order to include all trains transporting one million gallons or more of crude oil. In a letter to U.S. DOT’s Secretary Anthony Foxx, Senators Wyden and Merkley have requested that the order be amended “to encompass all trains” not just those transporting Bakken crude oil. For the full text of the letter please see: <http://www.wyden.senate.gov/news/press-releases/wyden-merkley-call-for-expanded-transparency-in-oil-trains-order>

Free Emergency Response Training Offered By Burlington Northern and Santa Fe Railroad

Burlington Northern and Santa Fe (BNSF) Railroad is offering free 3-day (24-hours of instruction) for first responders in Pueblo, Colorado.

“As part of our commitment to operating a safe railroad, BNSF is offering a three-day class to first responders in your department and other locations. We encourage you to attend and we’ll cover the tuition, travel expenses and ensure that you’re gaining valuable experience,” says BNSF. Reasonable travel expenses including transportation to and from Pueblo, hotels, meals and miscellaneous expenses all will be paid for by BNSF. Check with BNSF for the specifics on the items and amounts covered.

The training is being offered at the BNSF Security and Emergency Response Training Center (SERTC) based at the Transportation Technology Center in Pueblo.

The training will include:

- Chemical and physical properties of crude oil,
- Tank car design and damage assessments,
- Control and mitigation tactical methods, and
- A derailment full-scale exercise.

The training will be 40% classroom instruction and 60% field activities. Prerequisites for the training include Firefighter I or Hazmat Operations certification (or the equivalent) and a background check conducted by SERTC. The 3-day class is available from July through December 2014. For more information, please click on www.bnsf.com/SERTC or e-mail HazmatCommunityTraining@bnsf.com. To register visit: www.regonline.com/CBR and use Invitation Code **BNSF-CBR2014**.



DOT Updates Emergency Order Requiring Stricter Testing of Crude Oil by Transported by Rail

The U.S. Department of Transportation (DOT) issued an update on March 6, 2014, to the February 25, 2014, Emergency Order requiring all shippers to test product from the Bakken region to ensure the proper classification of crude oil before it is transported by rail, while also prohibiting the transportation of crude oil in the lowest-strength packing group. This action is the fourth emergency order or safety advisory on crude oil issued in the past seven months.

"Today we are raising the bar for shipping crude oil on behalf of the families and communities along rail lines nationwide — If you intend to move crude oil by rail, then you must test and classify the material appropriately," said DOT Secretary Anthony Foxx. "And when you do ship it, you must follow the requirements for the two strongest safety packing groups. From emergency orders to voluntary agreements, we are using every tool at our disposal to ensure the safe transportation of crude."



Emergency orders are issued to protect the public and environment from the likelihood of substantial harm created by an imminent hazard. Today's Emergency Order, the fourth from DOT in less than a year, was issued in response to recent derailments involving trains carrying crude oil from the Bakken region and out of concerns over proper classification that are currently under investigation as part of *Operation Classification*, also known as the "Bakken Blitz."

However, analyses performed on a number of samples of crude oils collected in the Bakken region indicate that Bakken crudes are in fact very similar to other crude oils (West Texas Intermediate, for example) and likely pose no more (or less) danger in shipment. Regardless, the focus this has brought on issues related to rail transport of crude is important. Railroad operators should be held to high standards of safety when shipping dangerous goods, especially with the

increasing amount of crude oil coming out of the Bakken region and being transported throughout the country.

Effective immediately, those who offer crude oil for transportation by rail must ensure that the product is properly tested and classified in accordance with federal safety regulations. The Emergency Order also requires that all Class III crude oil shipments be designated as Packing Group I or II, thereby requiring the use of a more robust tank car. Packing Group III, a lower risk designation, will not be accepted, until further notice.

Shippers are required to use nine hazard classes as a guide to properly classify their hazardous materials. Proper classification will ensure that the material is placed in the proper package (tank car) and that the risk is accurately communicated to emergency responders. Shipping crude oil – or any hazardous material – without proper testing and classification could result in material being shipped in containers that are not designed to safely store it, or could lead first responders to follow the wrong protocol when responding to a spill.



Rail safety is a national priority, and DOT continues to work aggressively across multiple fronts to enforce its requirements and reduce risks regarding the safe transport of all materials. PHMSA and the Federal Railroad Administration have issued several safety advisories related to the safe transport of crude oil by rail, including the recent January 2 Safety Alert and is currently engaged in the ongoing rulemaking to improve the design of the DOT 111 tank car. In August 2013, PHMSA and FRA launched *Operation Classification* in the Bakken shale region to verify that crude oil was being properly classified and announced the first proposed fines associated with that ongoing investigation last February. Additional activities include unannounced spot inspections, data collection and sampling at strategic locations that service crude oil.

Beat the Heat and Survive the Summer

Summer is upon us and record temperatures may once again sweep the country. Unfortunately we have the highest number of elderly and medically fragile people in history, and an aging infrastructure that is feeling the strain of heavy electrical use as our seniors and special needs citizens struggle to stay cool.

Here are some tips and tricks to help you beat the heat should you be susceptible to extreme temperatures, or should your power be out. Here's a short list of suggestions:

1. **Drink plenty of cool water** to keep yourself hydrated and reduce your body's core temperature. (Warm water won't do this, and cold water might be a shock to sensitive systems.) Drink regularly, every hour, even if you don't feel thirsty. Avoid soft drinks and alcoholic drinks that are diuretic and rob your body of the water it desperately needs.
2. **Eat small, light, non-spicy meals.** Eating heavy meals cranks your metabolism and can raise your body temperature. Also, digestion robs you of energy. Since the heat is already robbing you of some energy, you don't need to add to this drain by taxing the digestive system. However, don't skip meals since food replenishes the electrolytes you lose through sweating and increased water consumption.
3. **Some sources suggest you wear "light colored, loose fitting clothes" in hot weather.**



However, that's only if you're going outside. If you go outside, go with that rule and also wear a loose fitting hat or carry an umbrella for shade. Forget the fashion rules, follow the heat rules. (By the way, royal blue and/or white are the best colors to wear for their heat reflective qualities. This is why most tarps and boat awnings are blue.) For indoors, forget the clothing rules and go with the "**bare as you dare**" notion. The more exposed skin you have the more efficient your cooling-by-sweating process can work. Also, be sure to tie up long hair, and if you have a beard, consider shaving in order to remove all that facial insulation. When you do have to go outdoors, limit or schedule your physical activity. For example, if you have to do yard work, do it early in the morning or in the evening when it's cooler. Too, consider the fact that the "siesta" concept is a pretty good idea. Rest and take it easy during the hotter hours of the day.

4. Though "bare as you dare" is the way to go indoors in limited air conditioning, most of us would prefer to have a good cooling system. If yours is out, or if power sources are uncertain, **go someplace that has AC** like the mall or other places that don't mind people coming in and hanging around a while. Also, you can "AC pool" with friends just like you'd car pool. Go to a friend's house who has a good AC system.

5. Failing to find another source of AC, and considering that the power might be out, here are a couple more tips. First, **stand-alone floor unit air conditioners** aren't that expensive and can run off regular household current without the need for the special 220 volt outlets. This means that they can be operated using the smaller gas-powered electric generators if power is out. Can't afford a generator? You can probably afford a power inverter which can sometimes be found for under twenty dollars. They plug into your car's cigarette lighter and, using an extension cord, can power an appliance like your stand-alone AC, or at least some fans. Speaking of your car, if nothing else, if your car has AC you can ride around during the hottest hours of the day, providing you can afford today's gas prices. If absolutely nothing else, go to your nearest "dollar store" and see if they have any of those little battery-powered fans.

Beat the Heat and Survive the Summer (cont.)

6. Can't afford a stand-alone AC but have a generator? Your generator or power inverter can also power your fridge and/or freezer where you should have **two-liter plastic bottles full of water** filling up empty spaces in both the fridge and freezer. It makes the appliance run more efficiently and having cold water is a great thing. Drink cool water and use cold water to soak towels to wrap around your neck, wrists, and ankles where the veins and arteries are closest to the surface. This is one of the best ways to reduce your body temperature. Also, setting up a few of the frozen two-liter bottles in front of a fan can blow a nice cool breeze your way. (Write us at info@disasterprep101.com and we'll email you instructions for a homemade AC unit that uses these two-liter plastic bottles.)



7. Now let's backtrack a bit and talk about reducing the heat you might experience. Naturally, the first rule is "**block the sun.**" Do what you can to reduce the sunlight that hits your house or comes in through the windows. Keep the shades drawn, and consider hanging a white sheet or blue tarp as an outside awning on the sides of the house that catch the most sun. These tarps are also effective if placed on the roof as they'll reflect the sun's rays. These same rules apply to your car while you're out and about. Park in the shade where you can, and use sun screens (window shades) to help keep your car cool.

8. The next steps in cooling the house are **ventilation and insulation**. If you have an attic, and the power is on, you should have a vent fan that keeps air flowing through the attic. Along with that, we suggest you have roof vent turbines, or a ridge vent (your home supply store can tell you all about these). In extremely hot weather, you might set a garden sprinkler on your roof and let it run for the hottest couple of hours of the day provided your area is not on water restriction. As for "insulation" one way to insulate parts of the house is to close off seldom-used rooms (especially those on the sunny side of the house), and close off any AC vents if. This blocks heat and also reduces the area that your AC has to cool.

Upcoming Training

August 13-15: **Multi-hazard Emergency Planning for Schools: Train-the-Trainer**, Golden, CO. This three-day course provides all the necessary information to instruct the L364 **Multi-Hazard Emergency Planning for Schools Course**. For more information, contact Brad Stiles (303-239-4321 or brad.stiles@state.co.us)

September 30: **Legal Issues in Emergency Management**, Pueblo, CO. How to deal with volunteer liability, failure to plan (or failure to follow the emergency plan). For risk managers, government attorneys, and incident command staff. Click <http://dhsem.state.co.us/prevention-security/training/legal-issues-emergency-management> for details.

October 14-15: **Basic Public Information Officer**, Alamosa, CO. Open to those involved in dealing with media during an emergency response. For further information and registration, contact Linda Smith at lsmith@alamosacounty.org.

The "Disaster Dozen" - Top Twelve Myths Of Disaster Preparedness

By Paul Purcell

Hurricane Katrina and other disasters have given us a series of emergency preparedness wake-up calls. Do we pay attention now or hit the snooze button again? Let's "wake up" and look at the most important part of a comprehensive emergency readiness plan, which is the preparedness levels of individuals and families. We find that the biggest obstacles to comprehensive family emergency readiness education are the misconceptions surrounding the true nature of preparedness. So, to set the stage for better education and ultimately better public safety, let's take a look at some of these myths.

1. "If something happens, all I have to do is call 9-1-1."

Help can only go so far, or be there so quickly. Security, like charity, begins at home, and the responsibility of your family's safety rests on your shoulders. This isn't to say that you shouldn't call for help when it's truly needed, it's to remind you that you may be on your own for a while, especially if the saturation is an expansive or severe one.



2. "All I need is a 72-hour kit with a flashlight, first aid kit, some food and weather, and a radio."

We're not sure where the "72 hour" figure came from, but it's an extremely minimal amount of time and not very realistic. A more practical goal is to be self-sufficient for a minimum of two WEEKS (preferably four weeks). Why at least two weeks? As bad as Katrina was, there are numerous disaster and terrorism scenarios that could see substantially more damage and a disruption of local services for three weeks or more. Also, many biological scenarios may see a two-week quarantine. Regarding supplies and equipment, avoid the "one-size-fits-all lists" and customize yours to your family's unique threats, needs, and assets.

3. "My insurance policy will take care of everything."

SWAT teams of insurance agents aren't going to instantly rebuild your life like on TV. Insurance companies will be far more concerned about their own bottom line than yours. In fact, many insurance companies are rewriting policies to redefine some rather common terrorism or disaster-related incidents as being excluded and not coverable. Check your policies closely!

4. "Good preparedness is too expensive and too complicated."

Nothing could be further from the truth. The problem is we haven't made preparedness a part of our overall education. We get more preparedness info on an airline flight than we get as citizens. Most of us aren't taught that there are literally thousands of subtle, simple, and economical things we can do to drastically improve our emergency readiness. The notion that it might be expensive or complicated has come from companies that aggressively market high-priced unnecessary gear.

5. "We can only form a neighborhood group through FEMA or local Law Enforcement."

Neighbor helping neighbor is one of our highest civic duties. No one regulates this and you don't have to get anyone's permission to coordinate your safety with others. Working with groups is rather advantageous, but not required.

6. "In a Weapons of Mass Destruction terrorist attack, we're all dead anyway."

WMDs might kill large numbers of people, but that doesn't mean widespread destruction is a guaranteed thing. In fact, for widespread destruction, a top-grade WMD must be expertly and precisely applied under ideal conditions. This does not mean that WMDs are to be ignored or that they're nothing to fear, it's just that "**Mass** Destruction" does NOT mean "**Total** Destruction" at all.

7. "Nothing like that could ever happen here."

Though some areas are more prone to certain types of disasters, say earthquakes in California, or terror attacks in New York, no area on Earth is completely immune. With as much as people travel, you might travel somewhere and wind up in a disaster you never thought about.

The "Disaster Dozen" - Top Twelve Myths Of Disaster Preparedness (cont.)

8. "All I have to worry about is my own family."

Technically yes, but the more you're able to care for your own family, the more you can and should help others.



9. "If preparedness is really important, it should be taught in school."

Preparedness really IS that important. But schools only have so much time and budget to teach the things they already do. This is one of the many things we're trying to change, but for now, you're going to have to not only realize the importance of thorough emergency readiness, but to teach your family yourself.

10. "I can get free preparedness information on the Internet."

Many free sources contain really good information. However, many, many of them are nothing but a rehash of the "72-hour kit" idea, and contain nothing new or comprehensive. Also, it takes time and experience to filter the trash from the treasure. Worse, some of these free sites have "information" that could actually cause more problems than they cure. Start with www.ready.gov, but don't stop there. Continue your education as best you can.

11. "Full preparedness means I have to get a lot of guns and be a 'Survivalist.'"

While personal security and family safety are valid concerns, the vast majority of people around you will not be a threat. In fact, thought looters gained a lot of media attention after Katrina, there were far more numerous stories of heroism and people making new friends through shared adversity. We suggest you balance your personal security needs with your desire to help those around you and strive to reach the best of both worlds.

12. "If something really bad happens, NO one will help."

There's no such thing as "no one helping." However, the best thing people can do is prepare their families so they need as little outside help as possible. There's always someone needier than you and the more prepared you are, the more you free up assistance resources so they can help those less fortunate.

PHMSA "Operation Safe Delivery"



The Pipeline and Hazardous Materials Safety Association (PHMSA) is working to increase public awareness and assist in emergency preparedness for possible accidents and spills of products such as crude oil and liquefied natural gas. PHMSA hosted a meeting of emergency responders and railroad stakeholders this past February to discuss these issues related to the transportation of Bakken crude oils.

This coordinated effort, known as "Operation Safe Delivery" is an international effort involving public groups, industry and governmental agencies from the United States and Canada. For more information, please click on: <http://www.phmsa.dot.gov/hazmat/osd/emergencyresponse>

Report for the President—Executive Order 13650

The final **Report for the President** on Executive Order 13650, "Actions to Improve Chemical Facility Safety and Security," was issued in May. A copy of the report is available at: https://www.osha.gov/chemicalexecutiveorder/final_chemical_eo_status_report.pdf.



EPA Cleans Up Over 20,000 Containers of Chemicals in North Salt Lake, Utah, Residential Area



On June 4, 2013, EPA Region 8 responded to state and local health departments' requests for assistance to deal with a massive amount of chemicals and debris that were improperly stored in a residential area of North Salt Lake, Utah. An area entrepreneur had decades ago built a business on a half-acre of land buying and selling chemicals, and scrap metal.

The hazardous material containers were stored in small enclosures, such as refrigerator boxes, sheds, recreational vehicles, and trailers. Not only were the containers deteriorating, but the enclosures were in such poor shape that there were safety concerns that limited an in-depth investigation. Huge amounts of debris on the property also hindered cleanup.

Local emergency responders were not equipped to handle the large number of deteriorating and bulging containers of unknown waste. Local and state agencies conducted assessments, but a call was made to the U.S. Environmental Protection Agency (EPA) once they realized that the situation required a larger response.

EPA personnel arrived and began the cleanup immediately. "There is always a concern when you enter into the unknown environment ... safety was a primary concern for response personnel and nearby residents. The site contained large trailers and storage sheds packed with containers, many of which had deteriorated over time. Other chemicals were stored in the wide-open," On-Scene Coordinator (OSC) Duc Nguyen commented after responding to the scene. "We spent a lot of time going through receipts and shipping documents, but many of the chemicals were bought in bulk or by the lot and so receipts were not specific. Some containers had missing labels, outside containers had labels that had become unreadable over time and often incompatible chemicals were stored together," he said.

Before this large assortment of chemicals could be moved, containers had to be segregated into compatible groups or hazardous categories such as flammables, explosives, toxics and corrosives, etc. Then, like categories were grouped together and the original containers were re-packaged into large, insulated chemical-resistant drums, so that they could be safely transported.

During the cleanup process, some explosive materials were found. "We had to call in the North Salt Lake City bomb squad," said the Nguyen. The local fire department removed chemicals there were deemed to be potentially explosive to an off-site holding area where other explosives, such as blasting caps and detonation cords, had been segregated.

By the time site cleanup was completed in December 2013, more than 22,000 containers were removed from the site. The segregated chemicals were ultimately repackaged into more than 260 55-gallon drums to contain the waste, which was then transported to appropriate chemical disposal facilities.





Preparedness Unit Mission Statement:

We will increase EPA Region 8 preparedness through:

- Planning, Training, Exercising, and developing outreach relations with federal agencies, states, tribes, local organizations and the regulated community.
- Assisting in the development of EPA Region 8 preparedness planning and response capabilities through the RSC, IMT, RRT, OPA, RMP, etc.
- Working with facilities to reduce accidents and spills through education, inspections and enforcement. To view our programs, or contact a member of our team:

(Click here for Org Chart)

Acronym List

IMT Incident Management Team
 OPA Oil Pollution Act
 RRT Regional Response Team
 RSC Response Support Corps
 SPCC Spill Prevention, Control, and Countermeasures

Emergencies
 Report oil or
 chemical spills at
 800-424-8802
 More...

1 (800) 424-8802

www.nrc.uscg.mil

Need More info on the Risk Management Program (RMP)?

RMP Hotline: (303) 312-6345

RMP Reporting Center: The Reporting Center can answer questions about software or installation problems. The RMP Reporting Center is available from 8:00 a.m. to 4:30 p.m., Monday through Friday, for questions on the Risk Management Plan program: (703) 227-7650 or RMPCR@epacdx.net

Chemical Emergency Preparedness & Prevention Office (CEPPO) <http://www.epa.gov/oem>

Compliance and Enforcement: <http://www2.epa.gov/enforcement>

Compliance Assistance: <http://www.epa.gov/oecaerth/assistance/index.html>



Call our hotline, the Superfund, TRI, EPCRA, RMP, and Oil Information Center (800) 424-9346 or (703) 412-9810 TDD (800) 553-7672 or (703) 412-3323 Mon-Thurs 10:00 am to 3:00 pm ET (except Federal Holidays) or see

www.epa.gov/superfund/contacts/infocenter/

You can also call or write to:

U.S. EPA Region 8
 1595 Wynkoop Street (8EPR-ER)
 Denver, CO 80202-1129
 800-227-8917
 CO, MT, ND, SD, UT, and WY

To report an oil or chemical spill, call the National Response Center at (800) 424-8802.

This newsletter provides information on the EPA Risk Management Program, EPCRA, SPCC/FRP (Facility Response Plan) and other issues relating to Accidental Release Prevention Requirements. The information should be used as a reference tool, not as a definitive source of compliance information. Compliance regulations are published in 40 CFR Part 68 for CAA section 112(r) Risk Management Program, 40 CFR Part 355/370 for EPCRA, and 40 CFR Part 112.2 for SPCC/FRP.