

## Beginning with Brian

*Welcome!!*

**21 members present!**

**Brian Bailey** opened the meeting with introductions.



## Announcements

**Jan Secunda of Linnton Environmental Group and the Portland Harbor Citizens Advisory Board** notified us of a town hall meeting about earthquake preparation on April 21 from 6:30 – 8:45 pm at the Marriott Downtown Waterfront Hotel.

**Mike Eyer, ORDOT retired**, described the new USDOT security rules: the final rule is just out. Look at it and revise your security plan annually – if there are changes, people need to be trained within 90 days. PHMSA (pipeline hazardous safety administration- rule writing and non-bulk packaging enforcement division of USDOT) changes hazard products – a few 100 changes, mandatory in October.

**Dory added:** you need a contact number on shipping papers of the emergency response group or team. If not Chemtrec, need another 24/7 response team for transport- not a service or a pager or an answering

machine, has to be a real and knowledgeable person. (Chemtrec is not free.)

**Greg Madden, NINA, NW Industrial Neighborhood Association**, met with Portland Office of Emergency Management (POEM) about coordinating ham radio operators to operate the “go kits” ham radios in Fire Stations. There are about 33 of them in Fire Management Area fire stations. They are inviting NET trained people to get trained to use HAM radios and get licensed. The training is tentatively set for April 23 & 30 with the exam on the following Saturday. Two 8-hour days; training to answer 130 questions in the question pool. Greg’s contacts are: [gmadden@maddenfab.com](mailto:gmadden@maddenfab.com) and [Board@NINAPDX.org](mailto:Board@NINAPDX.org).

Krista Fischer, OSFM, working on LEPCs in Lane County; Lincoln County LEPC is forming; Washington, Multnomah, Clackamas talks later this year – communities will define their local planning districts.

**Cloudy Sears – BES** – New info on “safe” places during earthquakes- Void Spaces or “Triangle of Life”

My take on this- do you own research. Professionals are taking sides on this issue. Some advocate getting under the table, some advocate getting next to the table. Who is right?

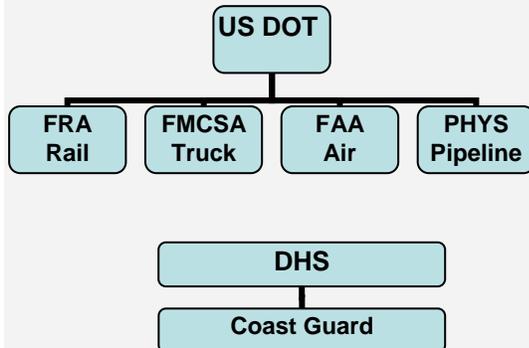
Here is a link to follow on this topic.  
<http://www.earthquakecountry.info/dropcover/holdon/>

## March Meeting Spotlight

*Presentation – Don Steiger*

FAA / USDOT HAZMAT Organization

### Organization Charts:



The FAA Hazmat program began in May 1996 after the ValuJet crash in Florida. His area of jurisdiction is shippers and carriers in the State of Oregon and SW Washington, inspections and enforcement of hazmat regulations.

### Common problems for shippers:

- Classification of substance (what is it?): packing group for flammable liquids, combustible liquids, poisonous material, & aviation regulated material.
- Packaging and closing procedures:
  - Non-specific package used
  - Inner containers not authorized
  - Improper final closing specific packages
  - Gross mass of package too large
  - DOT special permits
  - Over-packs
  - Package leaks
- Shipping papers: names, UN number, RQ on hazmat, prohibited markings.
- Emergency response information: phone number not monitored during transport; Chemtrec not free.

- Training: none! Not all employees trained; record keeping; need to make sure product is packed properly for air transport; HM-223 is important!
- Batteries: problems with exposed terminals; small lithium batteries packaged together – thermal runaway – get hot and combust – chemical reaction; short out or arcing.
- Problems with liquids: leaking out at altitude.
- Labels: slapping OR MD label on it so could send by air – (e.g. sorting in Louisville- leaking – subsidiary hazard label.)



### Other issues:

**100% bag check** on airlines for passenger air carriers but not on cargo air carriers so crew still at risk.

**MSDS** – not designed for transportation - even if it says the substance is not regulated by DOT – not accurate – (e.g. by truck but not by air transport) – Classifications as flammable, corrosives, poisons, blended products may use different criteria for occupational safety than for transportation.

Aviation regulated liquid or solid is anything that affects the flight crew's ability (may not meet other criteria) "Class 9".

Many thanks to Don for taking time out of his busy schedule to give us a fascinating and very important and useful presentation!



**Come one! Come all!  
You all talk.**

Tell us who you are, what you are doing, what's important to you.

Share your thoughts, concerns and successes. Take this time to network.

Learn more about each other and the good work you are all doing.



Get a little more time on your soap box to talk about the issues that affect us in the NW.

We will also be a forum for a RMP presentation and shelter in place.

**The next ECHO meeting is**

**Who: Networking –  
Spotlight is on you!**

**When: April 8, 2010  
10:00 a.m.**

**Where: GALVANIZERS Inc.  
2406 N.W. 30<sup>th</sup>  
Portland, OR**

**Questions, contact Brian Bailey  
at:**

**503-219-7801**

*Thank you Galvanizers!!*

Our continuing gratitude to Galvanizers for graciously providing our meeting place, coffee and treats!

Thanks all for a great meeting!  
See you all on April 8, 2010 at 10 a.m.

Brian

*A spring bouquet for Galvinizers  
along with our thanks....*





c/o Siltronic Corp.  
7200 NW Front Ave.  
Portland, OR 97210

# ***ECHO***

Emergency Communications for Hazardous Operations

## **UPCOMING MEETING**

Date: April 8, 2010

Time: 10 am – 11:30 am

Topic: Networking – Spotlight is on you!

Location: Galvanizers Co.  
2406 NW 30<sup>th</sup>  
Portland, Oregon