



2022 ANNUAL REPORT

# HAZMAT BY RAIL PROGRAM

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# EXECUTIVE SUMMARY

The Oregon legislature passed House Bill 3225 in 2015 relating to the safe transport of hazardous materials by rail. The law made changes to Oregon Revised Statute 453.307 to 453.414 relating to the safe transport of hazardous materials by directing the Office of State Fire Marshal (OSFM) to coordinate training, preparedness, and response planning activities with a specific focus on oil or hazardous materials spills or releases during rail transport. In part, the law mandates the OSFM to adopt, by rule, a plan for the coordinated response to oil or hazardous material spills or releases during rail transport, identify response resources (existing and needed), and coordinate training for emergency responders. A copy of the full report is available on the [OSFM's website](#).



The OSFM Hazmat by Rail program, in partnership with the railroad industry and other state agencies, assists local communities with training and planning for a rail incident involving hazardous materials. The program works closely with local emergency planning committees (LEPCs), public health officials, law enforcement, and the fire service. Program funding is used to create rail response plans, commodity flow studies, tabletop and full-scale exercise response scenarios, and to procure rail-specific response equipment. The program provides training for emergency personnel to respond to rail incidents around the state. The report will analyze four areas of assessment as required by the Oregon legislature:

- **An inventory of all emergency response resources available in Oregon, including information on:**
  - **The location of, and the means of access to, the resources;**
  - **Whether the resources are publicly or privately maintained; and**
  - **Additional resources needed to provide for adequate response.**

The OSFM maintains an inventory of all emergency response resources available in Oregon on the Western Response Resource List (WRRL). The inventory is part of a list which serves as a directory of oil spill response equipment ownership and steady-state location. Its purpose is to provide the response community and regulators with a current listing of response equipment. In this inventory, the OSFM includes eight foam trailers. These trailers are in Portland, The Dalles, Pendleton, Ontario, Redmond, Salem, Eugene, and Klamath Falls. To access and operationalize these trailers, the OSFM has intergovernmental agreements with the housing fire agency and the railroad company. While the local housing fire agency is responsible for checking the trailer for readiness, the railroad company is responsible for any required service or maintenance.

- **Possible changes to the structure for continued coordination between state agencies and industry:**
  - This report does not recommend changing the structure, as continued coordination and communication between state agencies and industry representatives is effective.
- **Possible revisions to the response roles or responsibilities to state agencies, local governments, and railroads.**
  - This report does not recommend changing the response roles or responsibilities to state agencies, local governments, and railroads.
- **Strategies for ensuring adequate funding at the state and local government levels to cover the training, equipment and administrative costs associated with providing comprehensive respond and equipment.**
  - This report recommends the OSFM continue to work closely with the railroad industry and partner agencies to share information, provide training, and share equipment to ensure the Oregon fire service is prepared to respond to rail incidents involving hazardous materials releases.

## HAZMAT BY **RAIL PROGRAM**

The Oregon legislature passed House Bill 3225 in 2015 relating to the safe transport of hazardous materials by rail. The law made changes to Oregon Revised Statute 453.307 to 453.414 relating to the safe transport of hazardous materials by directing the Office of State Fire Marshal (OSFM) to coordinate training, preparedness, and response planning activities with a specific focus on oil or hazardous materials spills or releases during rail transport. In part, the law mandates the OSFM to adopt by rule, a plan for the coordinated response to oil or hazardous material spills or releases during rail transport, identify response resources (existing and needed), and coordinate training for emergency responders. A copy of the full report is available on the [OSFM's website](#).

The OSFM Hazmat by Rail program, in partnership with the railroad industry and other state agencies, assists local communities in training and planning for a rail incident involving hazardous materials. The program works closely with local emergency planning committees (LEPC), public health officials, law enforcement, and the fire service. Funding for the program is used to create rail response plans, commodity flow studies, tabletop and full-scale exercise response scenarios, and to procure rail-specific response equipment. The program also provides training for emergency personnel to respond to rail incidents around the state. The report will analyze four areas of assessment as required by the Oregon legislature:

- **An inventory of all emergency response resources available in Oregon including information on:**
  - The location of, and the means of access to, the resources;
  - Whether the resources are publicly or privately maintained; and
  - Additional resources needed to provide for adequate response.
- **Possible changes to the structure for continued coordination between state agencies and industry:**
- **Possible revisions to the response roles or responsibilities to state agencies, local governments, and railroads.**
- **Strategies for ensuring adequate funding at the state and local government levels to cover the training, equipment and administrative costs associated with providing comprehensive response and equipment.**

## EMERGENCY RESPONSE

# RESOURCE INVENTORY

The OSFM maintains an inventory of all emergency response resources available in Oregon on the Western Response Resource List (WRRRL). The inventory is part of a list that serves as a directory of oil spill response equipment ownership and steady-state location. Its purpose is to provide the response community and regulators with a current listing of response equipment. In this inventory, the OSFM includes eight foam trailers. These trailers are in Portland, The Dalles, Pendleton, Ontario, Redmond, Salem, Eugene, and Klamath Falls.

- **Eugene/Springfield Fire Department** (colocated with OSFM Hazmat Team #2)
- **Klamath County Fire District #1** (colocated with OSFM Hazmat Team #4)
- **Ontario Fire Department** (colocated with OSFM Hazmat Team #14)
- **Portland Fire and Rescue Bureau** (colocated with OSFM Hazmat Team #7)
- **Salem Fire Department** (colocated with OSFM Hazmat Team #13)
- **Mid-Columbia Fire and Rescue** (located in OSFM Hazmat Team #3 response area)
- **Pendleton Fire Department and Ambulance Service** (located in OSFM Hazmat Team #10 response area)
- **Redmond Fire and Rescue** (located in OSFM Hazmat Team #13 response area)

To access these trailers, the OSFM has inter-governmental agreements between the housing fire agency, as well as the railroad company, for use of the trailers.

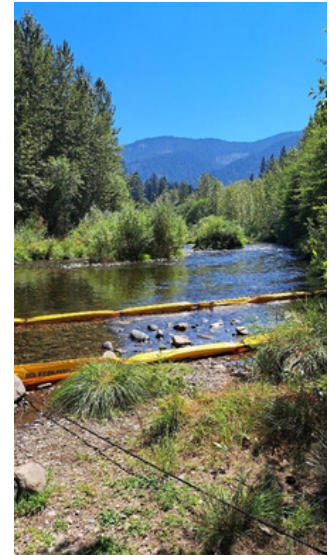
While the local housing fire department is responsible for checking the trailer for readiness, the railroad company is responsible for any required service or maintenance. The OSFM is evaluating the necessary replacement of foam on these trailers and working with our partners to review options to maximize efficiencies within the resource inventory and delivery model.



## POSSIBLE CHANGES

**STRUCTURAL COORDINATION****Possible changes to the structure for continued coordination between state agencies and Industry:**

Throughout 2022, the OSFM worked directly with partner agencies and industry representatives from Class 1 railroad companies. The partnership was displayed throughout the year in training opportunities. For example, in June, Klamath County Emergency Management, the Oregon Department of Environmental Quality, the Oregon Department of Transportation, the OSFM, Union Pacific Railroad, and



clean up contractors participated in an oil spill functional exercise. This event was an opportunity to test emergency plans and response tactics.

In addition to these exercises, both Union Pacific Railroad and BNSF Railroad provided training to first responders throughout the year. Training these fire agencies was critical to the Oregon fire service hazmat rail response readiness. In addition to in-person training, the railroad companies provided virtual rail-based operations and awareness refresher courses available at no cost to all fire departments across the state.

This report does not recommend changing the structure, as continued coordination between state agencies and industry representatives is working effectively.



## **Possible revisions to the response roles or responsibilities to state agencies, local governments, and railroads.**

The clearly defined roles and responsibilities of state agencies, local governments, and railroads are necessary to coordinate an effective response to rail incidents involving hazardous materials. The OSFM maintains an emergency support function 10 (ESF10) hazmat incident by rail response annex that serves as the guiding planning document for all involved parties.

Partner agencies and private railroads are encouraged to offer improvements or modifications based on their roles and responsibilities. The OSFM will continue to work with our partners to review options to maximize efficiencies.

This report does not recommend changing the response roles or responsibilities to state agencies, local governments, or railroads.



## **ADEQUATE FUNDING STRATEGIES**

**Strategies for ensuring adequate funding at the state and local government levels to cover the training, equipment, and administrative costs associated with providing comprehensive response and equipment.**

The Hazmat by Rail program is funded by the general revenue fund and does not receive direct funding from the railroad industry. However, all rail response partners referred to in this report consistently demonstrate their willingness to collaborate, train, and share knowledge and equipment throughout Oregon, including through in-kind donations. For example, in June, the Union Pacific railroad funded the travel costs for Oregon firefighters to attend tank car specialist training at the Security and Emergency Response Training Center (SERTC) in Pueblo, Colorado. This is a nationally recognized training which provides specialized training for responders ahead of high-hazard rail incidents for





responders ahead of a high-hazard rail incident. The OSFM provided financial support for travel expenses not covered by the railroad.

In addition to specialist training, the OSFM began to offer the hazmat incident commander course across Oregon. This course is critical for the local fire department to respond to and take command of a rail incident. Below are the locations of classes across the state

- Salem, OR
- Tangent, OR
- Pendleton, OR
- Redmond, OR
- Hillsboro, OR
- Amity, OR
- Applegate, OR
- Stayton, OR
- Estacada, OR
- Harrisburg, OR



Continued funding is imperative to ensure proper training and equipment for first responders.

## HAZMAT BY RAIL **SUMMARY**

In summary, the Hazmat by Rail program continues to make progress in ensuring the Oregon fire service is prepared for a response to a hazmat by rail incident through planning, training, equipment, and exercise. We appreciate the continued support of our response partners and the rail industry as we work to keep Oregon safe from fire and hazardous materials.



This report was prepared by:

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