

**OREGON**  
**OFFICE OF STATE FIRE MARSHAL**

IN ACCORDANCE WITH OREGON ADMINISTRATIVE RULE 837-120-0520

**HAZARDOUS MATERIALS  
TRANSPORTATION BY RAIL**  
State Agency Response Coordination Plan



Presented as an  
Appendix to ESF#10 in the  
Oregon Emergency Operations Plan



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<b>IA 11 Tasked Agencies</b>	
<b>Primary Agencies</b>	Department of Environmental Quality Office of State Fire Marshal
<b>Supporting Agencies</b>	Department of Human Services Department of State Lands Oregon Department of Agriculture Oregon Department of Forestry Oregon Department of Transportation Office of Emergency Management Oregon Department of Fish & Wildlife Oregon Health Authority Oregon State Police Railroads Tribes
<b>Adjunct Agencies</b>	American Red Cross Civil Air Patrol

### 1.0 Purpose

- The Hazardous Materials (HAZMAT) Transportation by Rail Incident Plan guides the coordinated state agency response to railroad emergencies involving oil or HAZMAT.
- Defines the roles and responsibilities of State agencies in responding to the unique characteristics of different hazardous materials emergencies
- Discusses the specific authorities, capabilities, and assets that state government has for responding to hazmat by rail incidents
- Discusses the integration of the concept of operations with other elements of the Oregon Emergency Operations Plan (EOP), including the unique organization, notification, and activation processes and specialized incident-related reactions; and
- Defines guidelines for notification, coordination, and public information dissemination by state agencies during emergency response and subsequent recovery operations.

### 2.0 Scope

- This plan is specific to emergencies involving the release of oil or HAZMAT by rail transportation.
- This plan applies whenever an incident exceeds or is anticipated to exceed local or tribal resources commanded by the agency having jurisdiction (AHJ). The level of State response to a specific incident is based on a number of factors including, the ability of local and mutual aid resources to respond, the quantity and hazard of ma-

terial released, whether there is a risk of the train or hazardous materials catching fire, and the extent to which the public, property, and the environment is threatened or exposed.

- This plan provides information specific to emergencies involving the transportation of hazardous materials by rail and is intended to supplement and correspond with the Oregon EOP, including ESFs #4 and #10, Geographic Response Plans (GRP), as well as the EPA Region #10 Northwest Area Contingency Plan.

### 3.0 Situation and Assumptions

#### 3.1 Situation

The transportation of HAZMAT includes inherent risks and serious consequences can occur if the substances are released during an accident. These risks are compounded in rail transportation because of the large volume of HAZMAT contained in a single tank car. HAZMAT may also be shipped in mixed loads among other chemicals loaded in adjoining tank cars posing numerous complexities.

In addition, Unit Trains (a train operating between point of origin and final destination, normally hauling a single bulk commodity) may consist of over 100 loaded tank cars containing HAZMAT, such as Crude Oil or Ethanol. Train derailments in North America involving HAZMAT have resulted in community-wide evacuations, numerous injuries, property and environmental damage, and deaths.

#### 3.2 Assumptions

This ESF#10 Appendix is based on the following planning assumptions:

- A train derailment, collision, fire, or intentional destructive act might result in a compromise to the integrity of tank cars containing HAZMAT.
- If released, the HAZMAT may pose an immediate threat to humans, animals, property, critical infrastructure, waterways, transportations systems, and the environment.
- The extent to how widespread a HAZMAT release may expand is variable and influenced by a number of factors:
  - **State of Matter** – HAZMAT may be released in the form of solids, liquids, or gases. The state of matter may be further altered by temperature, elevation, reactivity with other substances (including air, water, light, etc.)
  - **Weather** – local meteorological conditions at the site of the incident may promote rapid expansion of exposure due to wind, temperatures, humidity, and cloud cover.
  - **Terrain** – local topographical conditions at the site of the incident may prompt rapid expansion of a HAZMAT release due to slopes, waterways, and non-porous soil.
  - **Medically-Sensitive Populations** – individual physiological sensitivities to HAZMAT may worsen pre-existing medical conditions such as asthma, cardiac problems, or other chronic diseases.

### 4.0 Roles and Responsibilities

#### 4.1 Primary Agencies

The primary agencies for this incident annex are DEQ and OSFM. DEQ and OSFM also collaboratively lead ESF#10 and are responsible for the following overarching coordination activities:

##### **Oregon Department of Environmental Quality (DEQ)**

- DEQ serves as State On-Scene Coordinator and is the lead agency for hazardous materials clean up and remediation.
- Provides expertise on environmental effects of oil discharges or releases of hazardous materials, and environmental pollution control techniques.
- Provides investigative support and expertise on environmental and public health issues related to oil and hazardous material incidents
- DEQ also develops Geographic Response Plans (GRPs) which identify specific tactical response strategies tailored to a particular shore or waterway at risk of injury from oil or HAZMAT release.
- Through the GRP process, describes and prioritizes response strategies in an effort to reduce injury to sensitive natural, cultural, and certain economic resources at risk from oil or HAZMAT releases.

##### **Oregon Office of State Fire Marshal (OSFM)**

- Coordinates the training, readiness, and response of regional HAZMAT emergency response teams to hazardous material spills.
- Administers the HAZMAT by rail program as outlined in HB3225 (2015).
- Facilitates local HAZMAT emergency response planning, the delivery of HAZMAT by rail incident response and management training, and the allocation of resources specific to HAZMAT by rail incidents within the Oregon fire service and the 13 regional HAZMAT teams.
- Deploys assets requested through the Oregon Fire Service Mobilization Plan, including firefighting foam trailers, incident management teams, and individual resources, task forces, or strike teams from the Agency Operations Center (AOC).
- Ensures that parties responsible for the incidents are billed for the cost of emergency spill response and that the regional HAZMAT response teams are compensated for the allowable expenses.

#### 4.2 Supporting Agencies

##### **Department of Human Services (DHS)**

- Facilitate and support mass care activities which include:
  - Sheltering
  - Feeding operations

- o Emergency first aid
- o Bulk distribution of emergency items
- o Collecting and providing information on those affected by the disaster to family members.
- Housing includes:
  - o Providing short-term housing solutions for those affected by the disaster. It may include rental assistance, repairs, loans, manufactured housing, semi-permanent and permanent construction, referrals, identification and provision of accessible housing, and access to other sources of housing assistance.
  - o Intermediate- and long-term housing is addressed in the State of Oregon Recovery Plan.
- Human services include:
  - o Programs to replace destroyed personal property, obtain disaster loans, food stamps, disaster unemployment assistance, disaster legal services, veterans' assistance, support
  - o Services for populations with access and functional needs

### **Department of State Lands (DSL)**

- Coordinate with all stakeholders in responding to oil and hazardous materials spills and other incidents that could impact the 4 million acres of agricultural, grazing, forest, estuary, tidal, offshore, and submerged and submersible lands of the State's navigable waterways (including the territorial sea) managed by DSL.
- The DSL Director has the ability to close lands under their management in the event of an emergency. That closure can be verbal or in writing, but DSL has some notification requirements that must be met once the closure is put into place. Closures imposed by the Director to address an emergency are governed by OAR 141-088-0007.
- WWCD may issue an emergency authorization to conduct work in a wetland or water of the state in the case of a derailment or spill. The applicant may apply verbally or in writing and WWCD may give verbal approval. The issuance of emergency authorization is governed by OAR 141-085-0676.

### **Oregon Department of Agriculture (ODA)**

- In situations where food supply contamination may be of concern, ODA and ODFW would complement OHA efforts to ensure that fish, game, meat, dairy products, and crops intended for human consumption are not contaminated above acceptable limits. In instances where those limits are exceeded, these agencies will help ensure the public is informed and contaminated products are properly disposed of.
- Staffs the ECC and provides assistance to counties upon request regarding county animal evacuation efforts, including transportation, shelter and care of livestock.
- ODA has milk sampling capabilities and personnel equipped with PPE to assist the OHA in sampling agricultural products in potentially affected areas
- Can provide personnel to supervise Food Control Check Point(s) for a minimum of 72 hours.

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### **Oregon Department of Forestry (ODF)**

- Concerned with, and responds to, oil and hazardous materials rail incidents that could impact Oregon's timber and other forest values. Under such circumstances, the agency is capable of assessing damage to natural resources.
- Regulatory agency through Forest Practices Act in requiring that parties responsible for an oil or hazardous materials incident have role in clean up.

### **Oregon Department of Transportation (ODOT)**

- Provides traffic control and incident management resources as needed in response to a HAZMAT by rail incident impacting state highways.
- Administers the ODOT rail program that includes enforcement of rail safety regulations as well as accident investigation.

### **Office of Emergency Management (OEM)**

- Facilitate emergency notifications to local, state, and federal agencies via the Oregon Emergency Response System (OERS).
- Facilitate the OERS Council coordination call.
- Activate and manage the State ECC if this incident support is required.
- Provides staff and infrastructure to support the release of public information and the establishment of a Joint Information Center (JIC).
- Receive and address resource requests from county-level EOCs to assist local jurisdictions when additional resources are needed related to an oil or hazmat incident. Oregon Department of Fish and Wildlife (ODFW)
- Provide technical assistance related to the impacts of a disaster on fish, wildlife, and their habitats.

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### **Oregon Health Authority (OHA)**

- OHA is responsible for protecting the public health of all Oregonians and is responsible for the state's public health emergency preparedness programs.
- **Public Health Environmental Program** helps control environmental hazards through oversight of public drinking water systems, restaurants and other food-service facilities. It also monitors other hazards such as lead, toxic materials and household molds.
- The **Radiation Protection Services Section** provides radiation monitoring expertise and is the state's primary radiological response organization. It also provides radiation monitoring training to local government emergency response agencies.
- The **Environmental Toxicology Section** protects the health and safety of the public from environmental hazards.

### **Oregon State Police (OSP)**

- Acts as an initial incident command agency until the local incident command agency

is on-scene, or if no local agency is available.

- Provides for the protection of life and property, traffic control, crowd control, communications, emergency first aid, site security, and security for vital state facilities and critical infrastructure.
- Provides limited damage assessment as their duties permit.
- Generally, law enforcement within the disaster/emergency area remains the responsibility of local authorities along established jurisdictional boundaries, unless state assistance is requested or required by statute.
- Personnel assigned to the Counter Terrorism Section (CTS) participate in active investigations of international and domestic terrorism, coordination of similar federal and local investigations, involvement in domestic preparedness issues and intelligence matters.

### **Railroad**

- The railroad will likely integrate a company liaison into the Incident Command System (ICS) structure identified and align its response assets into the Operations Section (however, the exact structure will vary based on the scope and nature of the incident scenario).
- The railroad's hazardous materials personnel may assist with size-up and damage assessment (personnel who have been specifically trained to respond to railroad emergencies and derailments).
- The railroads will be the primary providers of logistical support and resources. Rail carriers may provide emergency response resources, air monitoring and environmental management capabilities, technical specialists and contractors to safely manage the consequences of a crude oil train derailment. Oregon rail carriers often use the services of private contractors to provide air monitoring and toxicology assessments.

### **Tribes**

- A tribe may appoint a member to serve as a tribal liaison into the Incident Command System structure identified. As authorized by tribal government, the tribal liaison:
- Is responsible for coordinating tribal resources needed to prevent, protect against, mitigate effects from, respond to, and recover from HAZMAT by rail transportation incidents.
- May have powers to amend or suspend certain tribal laws or ordinances associated with response.
- Communicates with the tribal community and helps its people, businesses, and organizations cope with the consequences of any type of incident.
- Negotiates mutual aid and assistance agreements with other tribes or jurisdictions.
- Provide information and essential knowledge of tribally-specific cultural beliefs, practices, and sensitive geographic areas.

### 5.0 Concept of Operations

The concept of operations for the response to a HAZMAT by rail transportation incident changes according to the phase of the response. A typical HAZMAT response consists of three response phases:

- 1) Emergency Response
- 2) Consequence Management
- 3) Environmental Restoration

Each phase plays a critical, and often overlapping, role in the protection of life, property, public health, wildlife, and the environment. These phases are discussed below, along with relevant tasks and objectives, and benchmarks for transitioning from one phase to the next. Every incident is unique and the length of time and effort needed to complete each phase may be different. Sometimes, cleanup actions completed in the Consequence Management Phase may result in acceptable protective concentrations resulting in no need for an Environmental Restoration Phase.

#### 5.1 Initial Emergency Operations Phase of Incident

The starting point of this phase begins when an incident occurs. Once a derailment (or collision, fire, or intentional destructive act) involving HAZMAT occurs, the local Public Safety Answering Point (PSAP or 9-1-1 center) is alerted. Local emergency services are then dispatched and respond to the scene to conduct a scene size-up, request additional local and mutual aid resources, establish incident command, and initiate strategies to protect life and property from fire and HAZMAT releases. Environmental protection is also a consideration to the extent it can be conducted safely and in direct support of protecting life and property.

In the initial phase of the incident, the Incident Commander (IC) directs available resources to implement operational objectives including:

- Notify and coordinate with the railroad to cease movement of trains along affected railways.
- Identify or characterize the type of HAZMAT involved in the derailment using train consist information, placards, or container design clues.
- Assess the risks of intervening in the incident by determining the hazards of the material involved, quantity of material involved, and potential for release.
- Determine if firefighting operations will be effective and whether an adequate supply of water, foam, and run-off equipment and personnel are available.
- Assess the risk to the area immediately surrounding the incident.
- Implement public protective actions, including orders to evacuate or shelter-in-place.
- Conduct a damage assessment of the rail tank cars involved.
- Determine the level of personal protective clothing and equipment necessary for the emergency response phase of the incident.
- Develop an Incident Action Plan (IAP) to determine incident response objectives.

As the incident will likely exceed local capabilities and authorities, the IC may require the

assistance of a regional HAZMAT team, state and federal agencies, a joint information center, incident management teams, and the mobilization of statewide firefighting resources.

Firefighting foam trailers are strategically located throughout the state. The IC submits their request through OERS to the OSFM duty officer who will coordinate their deployment as needed.

### **5.2 Regional HAZMAT Team Response**

Through the local PSAP or via OERS, the IC requests an Oregon regional HAZMAT emergency response team (RHMERT) when capabilities to manage the incident are exceeded locally. State RHMERTs may be utilized for:

- Phone consultation
- On-site advisory
- On-site reconnaissance
- Product sampling and identification
- Small team response
- Full team response
- Multiple team response

Whether physically on-scene or virtually through phone consultation, a RHMERT operates under the Operations Section of the local incident command structure. Upon arrival, representatives from the RHMERT will liaise with the IC to be briefed on the IAP and to determine how the RHMERT will assist in achieving the IAP's objectives.

### **5.3 State Agency Coordination Call**

Notification of a major incident shall be made to OERS. Such notification may be made by the local PSAP, the incident commander, the responding RHMERT, or by the responsible party itself. Upon OERS notification, any responding state agency duty officer (DEQ, OSFM, OEM, ODOT, OHA, etc.) should request that an emergency OERS Council coordination call be established immediately. OEM will host the call through the State Emergency Coordination Center (ECC).

### **5.4 Disseminating Public Information via a Joint Information Center (JIC) and the State ECC**

Following the emergency OERS Council coordination call, ESF#8 and ESF#14 will collaborate to establish a Joint Information Center (JIC), incident phone number, incident email address, and other essential communication tools. The JIC will coordinate collection and dissemination of situational intelligence.

At the discretion of OEM's Executive Duty Officer (EDO), the ECC may be opened to receive, review, and facilitate requests from local EOCs and state agency AOCs.

### **5.5 Expansion of Incident Management to Unified Command**

Recognizing the incident will rapidly evolve in both operational and political scope, the IC should request an Incident Management Team (IMT). An IMT may be requested through the OSFM Duty Officer and authorized by the State Fire Marshal. Upon arrival, an OSFM IMT will obtain a delegation of authority from the local agency having jurisdiction (AHJ) and subsequently establish a unified command, as well as other essential

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incident management positions and resources. The delegation of authority will specifically define what responsibilities are to be transitioned to the IMT in coordination with the local AHJ.

### **5.6 Federal Agency Response Considerations**

Federal agency partners may be able to offer critical resources and authorities during such an incident. The IC or Unified Command may consider:

- Notifying the National Response Center (NRC) and advising of the need for a Federal On-Scene Coordinator(s); the U.S. Coast Guard and Environmental Protection Agency (EPA) share this responsibility, depending on location of the incident
- Requesting a Temporary Flight Restriction (TFR) over the affected area from the Federal Aviation Administration (FAA)
- Coordination with the Federal Railroad Administration (FRA) on the incident
- Coordination with the Army Corps of Engineers if a waterway is threatened where they operate a dam
- Coordination with the Pipeline and Hazardous Materials Safety Administration (PHMSA) on the incident
- Requesting assistance from federal law enforcement and accident investigation agencies as needed, including BATFE, FBI, NTSB, etc.
- Requesting support from members of the Region 10 Regional Response Team and their network of agencies and assets

### **5.7 Fire Service Mobilization Requests**

When, in the judgment of the local or Fire Defense Board Chief, an emergency is beyond the control of the local fire authority, including primary mutual aid, the IC shall request that the Fire Defense Board Chief report the conditions of the emergency to the State Fire Marshal and/or request mobilization of support to that county.

These requests may be made directly or through the OSFM Duty Officer by calling OERS. Once approved, requested resources will be identified, mobilized, deployed, and tracked by the OSFM Agency Operations Center.

### **5.8 Transition from Emergency Operations to Consequence Management**

While consequence management activities may begin early in the incident, the IC or Unified Command will not shift their primary focus and resource allocation from the protection of life and property until the following benchmarks are achieved:

- An incident command post has been located, established, and communicated
- A site safety officer has been established
- Initial emergency notifications have been made (OERS, NRC, etc.)
- Any and all hazardous releases are controlled or contained at the incident scene
- Chemical exposure levels are below the permissible limits of the PPE to be worn by personnel on-scene during the Consequence Management Phase

- The fire investigator having jurisdiction has initiated an investigation for root cause of any fire(s)
- The IC or Unified Command has
  - Determined the full operational and political scope of the incident
  - Agreed on the status of fire and/or HAZMAT containment and the potential for re-ignition or additional release
  - Completed and documented a thorough damage assessment of the derailment
  - Ensured adequate and appropriate staff and resources are on-scene (or responding)
  - Established goals and priorities to identify when the Emergency Response Phase ceases
  - Prepared a transition plan (and formal transfer of authority if exchanging IC or Unified Command personnel)

### 5.9 Consequence Management Phase

During the Consequence Management Phase, the immediate threats of fire, explosion, and threat of acute exposure to the public have been addressed, and the focus of operations turns to the minimization of public health threats and the consequences of the HAZMAT release to wildlife and the environment. During this phase, further containment and collection and stabilization of HAZMAT is conducted to reduce these threats and to minimize the need for long-term remediation efforts after the emergency and consequence management phases are completed.

The incident command system is utilized during the Consequence Management Phase, often under direction of an established Unified Command, and is carried out through the development and execution of IAPs for operational periods established by Unified Command. The Consequence Management Phase is typically under the Unified Command of a state and federal environmental protection agency (DEQ and EPA or USCG) and representatives of the railroad. Local government and tribal representatives may also participate in Unified Command for geo-political boundaries under their authority impacted by the release.

During the consequence phase of the incident, Unified Command directs available resources to accomplish the following incident objectives:

- Ensure continued safety of citizens and response personnel
- Activate public health and environmental response plans
- Stabilization of the source of the release
- Manage response effort in a coordinated manner
- Protect environmentally and culturally sensitive areas
- Contain and recover spilled material
- Recover and rehabilitate injured wildlife
- Clean up product from impacted areas
- Keep the public and stakeholders informed of response activities
- Minimize economic impacts
- Terminate the response (demobilization) and transfer to environmental cleanup program for long-term environmental restoration.

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The operational strategies for ensuring the safety of citizens and response personnel may change from the Emergency Response to the Consequence Management phases. In particular, the need for continued evacuation or sheltering in place may be reviewed based on the availability of field and/or laboratory data acquired during the response. Community air monitoring should be conducted to support this decision making.

Notifications not completed during the Emergency Response Phase should be done during the early stages of the Consequence Management Phase. These notifications may not have been made due to time limitations, changes in the extent of identified or potential impacts, or because new information on potentially impacted property owners or stakeholders has been received. Of particular importance is the notification of public drinking water systems that may be impacted by the release and Oregon Tribes that may be interested in the cultural and/or natural resource impacts.

If specific plans exist for the types of hazardous materials released or the area where the release occurred, they should be incorporated into the Consequence Management Phase of the response. For instance, if a GRP has been prepared, or there is a plan for evacuation of an area or facility near the release, they should be implemented.

Often, only temporary control of a HAZMAT by rail release is accomplished during the Emergency Response Phase. For instance, damaged railcars that still contain product may need to be repaired for movement, or the product off-loaded during the Consequence Management Phase. This may require specialized equipment and resources provided by the railway company. Likewise, released materials that have been temporarily contained, or which have escaped containment and have impacted soils, surface water bodies, groundwater or infrastructure systems will need to be stabilized or removed during the Consequence Management Phase of the response.

Goals for the documentation of areas/infrastructure to be assessed for impacts, the methods for cleaning impacted media (soil, sediment, surface water and/or groundwater) or controlling vapors, and the cleanup end points will be established by the Unified Command in the IAP.

If the incident site (including off site impacts) cannot be fully restored to background or de minimis concentrations – due to the size or complexity of the incident – additional environmental restoration activities may need to occur after the disbanding of Unified Command. The transition from Consequence Management authorities to Environmental Restoration authorities are considered complete when a Voluntary Cleanup Agreement has been executed between the Responsible Party and DEQ.

### **5.10 Transition to Environmental Restoration**

After completion of the Consequence Management Phase (and termination of Unified Command), a site may still not be protective of human health and the environment according to the risk-based thresholds established for Oregon's land, water or air quality by the Oregon DEQ. If additional remediation or risk assessment efforts are required after the termination of the Emergency Response and Consequence Management phases, the management of the site will be transferred to the appropriate Environmental Cleanup Program

at DEQ and a Project Manager will be assigned. The DEQ Project Manager will oversee the environmental risk assessment and restoration of the site until the conditions are protective of human health and environmental receptors. The Environment Restoration Phase typically takes months to years to complete.

### **6.0 Supporting Plans, Documents, & Related Emergency Support Functions**

- **Oregon Emergency Operations Plan (EOP)**
  - The State EOP is developed under the authority of Oregon Revised Statutes Chapter 401, which assigns responsibility to the Governor for the emergency services system within the State of Oregon (ORS401.035). The Governor has delegated the responsibility for coordination of the state's emergency program, including coordination of response activities, to the Oregon Military Department, Office of Emergency Management (OEM) (ORS 401.052).
  - The State EOP coordinates emergency operations planning across levels of government including state, tribal, local, and federal, in order to provide a more effective response to emergency events. This coordination also engages non-governmental organizations and private-sector businesses that provide vital services before, during, and after an event.
  - The EOP consists of a plan body and a large number of components, including emergency support functions (ESFs), incident annexes, and support annexes.
  - Since it is not always clear at the outset which incidents will grow to require this assistance the State EOP is an all-hazards plan that promotes scalable, flexible, and adaptable responses that complement initial response efforts.
  - Plan documents are available online at: [http://www.oregon.gov/oem/emresources/Plans\\_Assessments/Pages/CEMP.aspx](http://www.oregon.gov/oem/emresources/Plans_Assessments/Pages/CEMP.aspx)
- **Oregon EOP Emergency Support Functions (ESF)**
  - Each ESF is performed by a group of state agencies, with one or two as primary and several supporting.
  - ESF plans are located online at: [http://www.oregon.gov/oem/emresources/Plans\\_Assessments/Pages/CEMP.aspx](http://www.oregon.gov/oem/emresources/Plans_Assessments/Pages/CEMP.aspx)
- **Oregon EOP Incident Annexes**
  - Incident Annexes address the unique aspects of how state agencies respond to incident categories (e.g., Biological, Nuclear/Radiological, Mass Evacuation).
  - The overarching nature of functions described in these annexes frequently involves either support to or cooperation of all state agencies involved in incident management efforts to ensure seamless integration of and transitions between preparedness, prevention, response, recovery, and mitigation activities.
  - Incident Annexes are available online at: [http://www.oregon.gov/oem/emresources/Plans\\_Assessments/Pages/CEMP.aspx](http://www.oregon.gov/oem/emresources/Plans_Assessments/Pages/CEMP.aspx)

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- **Northwest Area Contingency Plan (NWAC Plan)**
  - The mission of the Region 10 Regional Response Team (RRT) and the Northwest Area Committee (NWAC) is to protect public health and safety and the environment by ensuring coordinated, efficient, and effective support of the federal, state, tribal, local, and international responses to significant oil and hazardous substance incidents within the Pacific Northwest Region as mandated by the National Contingency Plan (NCP).
  - Plan is located online at: <https://www.rrt10nwac.com/NWACP/Default.aspx>
- **Geographic Response Plans (GRPs)**
  - Geographic Response Plans are intended to help first responders avoid the initial confusion that generally accompanies any spill. They prioritize resources to be protected and allow for immediate and proper action. The GRPs are published separately, but are an integral part of the Northwest Area Contingency Plan.
  - Oregon's GRPs are located online at: <http://www.oregon.gov/deq/Hazards-and-Cleanup/env-cleanup/Pages/Tools-To-Manage-A-Response.aspx>
- **PHMSA commodity Preparedness and Incident Management Reference Sheet**
  - Developed in conjunction with experts from the hazmat emergency response community, railroads and industry, this document provides emergency response organizations with a standard incident management framework based on pre-incident planning and preparedness principles and best practices. The reference sheet covers transportation safety and precautions, hazard assessment and risk, rail safety procedures, logistics, and the tools, equipment and resources necessary to prepare for and respond to crude oil rail transportation incidents.
  - PHMSA's Commodity Preparedness and Incident Management Reference Sheet is located online at: <https://www.phmsa.dot.gov/safe-transportation-energy-products/commodity-preparedness-and-incident-management-reference-sheet>
- **Local Emergency Planning Committee (LEPC) HAZMAT by Rail Emergency Response Plans**
  - These county level plans will be utilized by local Emergency Management officials and first responders in the initial phases of the HAZMAT by rail incident. The plans will define local notification processes, provide guidance for first responders, identify evacuation routes and shelter-in-place procedures, provide basic plume modeling data based on area weather patterns, mutual aid agreement activation processes, resource inventory and availability, and a list of emergency contacts.
  - These plans will include coordination and integration of existing GRP's, the NWAC plan, and any other local/state/federal/tribal plan that is in existence.

## 7.0 Plan Review and Maintenance

As directed in Oregon Administrative Rule 837-120-0520, the OSFM shall develop and annually review this state agency coordination plan in collaboration with DEQ, ODOT, and OEM. This plan will be tested regularly through tabletop, functional, and full-scale exercises.

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**Appendix A – Acronyms and Definitions**

<b>AAR</b>	<b>After Action Report:</b> Analyzes the management or response to an incident, exercise or event by identifying strengths to be maintained and built upon, as well as identifying potential areas of improvement.
<b>AHJ</b>	<b>Agency Having Jurisdiction:</b> An agency having statutory authority and responsibility during an incident linked to a geographic area, discipline, or other lead role.
<b>AOC</b>	<b>Agency Operations Center:</b> Physical location of a resource coordination center, activated by certain agencies in the event of emergencies, potential emergencies, and other disasters.
<b>BATFE</b>	<b>Bureau of Alcohol, Tobacco, Firearms and Explosives</b>
<b>COP</b>	<b>Common Operating Picture:</b> A shared situational awareness that offers a standard overview of an incident and provides incident information in a manner that enables incident leadership and any supporting agencies and organizations to make effective, consistent, coordinated, and timely decisions.
<b>ECC</b>	<b>Emergency Coordination Center:</b> Physical location of a resource coordination center during multi-jurisdictional emergencies or disasters and serve as a communications hub to ensure all participating response agencies are coordinated.
<b>EMS</b>	<b>Emergency Medical Services:</b> This term refers to the treatment and transport of people in crisis health situations that may be life threatening.
<b>EOC</b>	<b>Emergency Operations Center:</b> The EOC is the physical location at which the coordination of information and resources to support incident management (on-scene operations) activities normally takes place.
<b>EOP</b>	<b>Emergency Operations Plan:</b> This document coordinates emergency operations planning across all levels of government including state, tribal, local, and federal, in order to provide a more effective response to emergency events. This coordination also engages non-governmental organizations and private-sector businesses that provide vital services before, during, and after an event.
<b>ESF</b>	<b>Emergency Support Function:</b> ESFs are used as the primary mechanism at the operational level to organize and provide incident-related assistance. ESFs align categories of resources and provide strategic objectives for their use. ESFs utilize standardized resource management concepts such as typing, inventorying, and tracking to facilitate the dispatch, deployment, and recovery of resources before, during, and after an incident.
<b>FBI</b>	<b>Federal Bureau of Investigation</b>
<b>GRP</b>	<b>Geographic Response Plan:</b> Each plan covers a specific geographic area and contains information meant to aid the response community in manag-

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ing the incident through, and as necessary beyond, the initial phase of the response. Information contained in the plans include: site descriptions, reference maps, recommended response strategies, shoreline information, resource at risk details, and logistical information. GRPs are living documents, subject to change as new information is received.

**IAP** **Incident Action Plan:** An IAP is a written plan containing general objectives reflecting the strategy for managing an incident, which may include the identification of operational resources and assignments, attachments that provide direction, and important information for management of the incident for the operational period.

**IC** **Incident Commander:** Is a single person responsible for all incident activities, including the development of strategies and tactics and the ordering and the release of resources. The IC has overall authority and responsibility for conducting incident operations and is responsible for the management of all incident operations at the incident site.

**ICP** **Incident Command Post:** The location at which the primary tactical-level, on-scene incident command functions are performed. The ICP may be collocated with the incident base or other incident facilities.

**ICS** **Incident Command System:** This is a management system designed to enable effective and efficient domestic incident management by integrating a combination of facilities, equipment, personnel, procedures, and communications operating within a common organizational structure.

**Incident Annex** **Incident Annex:** Incident-specific annexes focus on the special planning needs generated by a particular hazard, threat, or incident. The organization of annexes parallels that of the basic emergency operations plan.

**JIC** **Joint Information Center:** A physical location established to coordinate all incident-related public information activities. It is the central point of contact for all news media at the scene of the incident. Public information officials from all participating agencies should collocate at the JIC.

**JIS** **Joint Information System:** Integrates incident information and public affairs into a cohesive organization designed to provide consistent, coordinated, timely information during crisis or incident operations. The mission of the JIS is to provide a structure and system for developing and delivering coordinated interagency messages; developing, recommending, and executing public information plans and strategies on behalf of the Incident Commander; advising the Incident Commander concerning public affairs issues that could affect a response effort; and controlling rumors and inaccurate information that could undermine public confidence in the emergency response effort.

**MACS** **Multi-Agency Coordination System:** The primary function of the MACS, as defined in the National Incident Management System (NIMS), is to coordinate activities above the incident level and to prioritize incident de-

mands for critical or competing resources, thereby assisting the coordination of the operations at the incident level.

**NTSB**      **National Transportation Safety Board**

**OERS**      **Oregon Emergency Response System:** A system to coordinate and manage state resources in response to natural and technological emergencies and civil unrest involving multi-jurisdictional cooperation between all levels of government and the private sector.

**PD**        **Police Department**

**PHMSA**    **Pipeline and Hazardous Materials Safety Administration**

**PIO**      **Public Information Officer:** A member of the Command Staff responsible for interfacing with the public and media or with other agencies with incident-related information requirements.

**POC**      **Point of Contact**

**PPA**      **Public Protective Action:** The strategy used by the IC/UC to protect the general population from a hazardous material release by implementing a strategy of either (1) Shelter-In-Place, (2) Evacuation, or (3) a combination of both.

**PPE**      **Personal Protective Equipment:** Clothing designed to provide protection from serious injuries or illnesses resulting from contact with chemical, radiological, flammable, physical, electrical, mechanical, or other hazards.

**PSAP**    **Public Safety Answering Point:** Sometimes called “public-safety access point”, is a call center responsible for answering calls to emergency telephone numbers for police, firefighting, and ambulance services.

**SA**        **Situational Awareness:** Requires continuous monitoring of relevant sources of information regarding actual or developing incidents and the ability to assess the situation as an incident unfolds and rapidly provide accurate and accessible information to decision makers. It is essential that all response partners develop a common operating picture and synchronize their response operations and resources.

**SME**      **Subject Matter Expert:** Is a person who has superb knowledge, experience, and skill in a particular field, area, or topic.

**UC**        **Unified Command:** An application of ICS used when there is more than one agency with incident jurisdiction or when incidents cross political jurisdictions. Agencies work together through the designated members of the Unified Command, often the senior person from agencies and/or disciplines participating in the Unified Command, to establish a common set of objectives and strategies and a single Incident Action Plan.

**WWCD**    **Wetlands & Waterways Conservation Division, Dept. of State Lands**

## Appendix B - Recommended State Agency Personnel Training

### Incident Command System Training

*The following incident command courses are recommended for all state agency personnel and are offered through FEMA's Emergency Management Institute, are free, and online at: <https://training.fema.gov/is/>*

**ICS 100:** Introduction to the Incident Command System, introduces the Incident Command System (ICS) and provides the foundation for higher level ICS training. This course describes the history, features and principles, and organizational structure of the Incident Command System. It also explains the relationship between ICS and the National Incident Management System (NIMS).

**ICS 200:** ICS for Single Resources and Initial Action Incidents, is designed to enable personnel to operate efficiently during an incident or event within the Incident Command System (ICS). ICS-200 provides training on and resources for personnel who are likely to assume a supervisory position within the ICS.

**ICS 700:** An Introduction to the National Incident Management System (NIMS), introduces and overviews the NIMS which provides a consistent nationwide template to enable all government, private-sector, and nongovernmental organizations to work together during domestic incidents.

*The following incident command courses are regularly offered by emergency response, planning, and management organizations:*

**Incident Command System 300 & 400:** This 24 hour course is for local, state, federal and tribal emergency response/management personnel who may assume a supervisory position in expanding incidents utilizing the ICS framework. Individuals develop the ability to describe how the National Incident Management System Command and Management component supports the management of expanding incidents. In addition, individuals will be learn to implement the Incident Management process on a simulated Type 3 incident, develop an Incident Action Plan for a simulated incident, describe the circumstances in which an Area Command is established, and describe the circumstances in which Multi-Agency Coordination Systems are established.

**Incident Command System 402:** ICS Overview for Senior/ Elected Officials and Hazmat Awareness, The purpose of this 8 hour course is to provide an orientation of the Incident Command System (ICS) for Executives and Senior Officials (including elected officials, city/county managers, agency administrators, etc.) along with understanding Incident Command System (ICS) principles and the Executive/Senior Official role in supporting incident management. Additional content will be provided to orient Executives and Senior Officials on the risks and hazards of HAZMAT incidents involving railroad transportation, highway transportation, and fixed facility locations. In addition, attendees will also gain a better understanding of Hazardous Materials incidents and the complexities these types of incidents create for responders.

**Liaison Officer, All-Hazards Position-Specific:** This course provides students who have the potential to represent their agency as a LOFR on "All-Hazards" incidents at the local, state, federal, and tribal level. Students will develop a robust understanding of

the duties, responsibilities, and capabilities of an effective Liaison Officer (LOFR) on an All-Hazards Incident Management Team (AHIMT) or All-Hazards incident. They will also have a better understanding of their specific functions on emergency incidents, or as part of a Unified Command, or integrating with an Incident Management Team (IMT).

**Public Information Officer (PIO):** This training is designed to provide PIOs with the essential knowledge, skills, and abilities to support proper decision-making by delivering the right message, to the right people, at the right time. Public information is a vital function in HAZMAT by rail incidents that contributes greatly to saving lives and protecting property. Public information entails the processes and systems that enable effective communications with various target audiences. Training program provides PIOs with the opportunity to learn and practice the tasks of gathering, verifying, coordinating, and disseminating public information at all levels of government.

**HAZMAT Awareness, Emergency Response, and Incident Management Training**  
*The following HAZMAT awareness, emergency response, and incident management training courses are coordinated by the OSFM:*

**Hazmat Rail Emergency Response Awareness:** This 3-hour course is designed to provide emergency responders and public officials with the basic knowledge and awareness level training in response to a hazmat by rail incident.

**Hazmat Rail Emergency Response Operations:** This 8-hour course is designed to provide emergency responders the basic knowledge and operations level training in response to a hazmat by rail incident. Personnel get the opportunity to climb on actual tank cars, go inside locomotives, and generally get a better understanding of railroad operations.

**Hazmat Tank Car Specialist:** This 40-hour course provides high level, technical knowledge for Hazmat Technicians pertaining to tank cars. Some topics included are derailment site assessment, tank car damage assessment, leak mitigation techniques, oversight for product removal, and specialized containment device application.

**Hazmat Incident Commander:** This 16-hour program meets OSHA and NFPA standards to qualify incident commanders to manage hazardous materials incidents. The intent of these standards are to provide an incident command system that is headed up by a single person who does not necessarily have extensive knowledge about the classification and verification of hazardous materials, but rather who is able to manage emergencies of differing severity, as well as oversee the rest of the hazmat team.

**Crude by Rail Emergency Response Course – Pueblo, Colorado:** This program provides first responders with basic knowledge, skills, and abilities to respond to incidents involving Crude Oil transported by rail. The program is delivered over 3 days (24 hours) with over 60% being field exercises. The program covers all aspects of response to an incident involving crude oil including the application of firefighting foam agents, water and spill control procedures, planning for crude oil incidents, and the environmental impacts. Training is provided at no cost by Class I railroads (in Oregon that includes Union Pacific and BNSF). These nationally recognized courses are located in either Texas or Colorado.

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*Additional courses are offered by national training organizations, some of which may be provided at no cost to participants:*

**International Association of Fire Chiefs (IAFC)**

<https://www.iafc.org/topics-and-tools/resources/resource/regional-rail-response-training-course-resources>

**Security and Emergency Response Training Center**

<http://sertc.org/>

**Texas A&M Engineering Extension Service (TEEX)**

<https://teex.org/Pages/Program.aspx?catID=8&courseTitle=Hazardous%20Materials&division=ESTI>

**Rural Domestic Preparedness Consortium**

<https://www.ruraltraining.org/training/courses/awr-147/>

**Transportation Community Awareness and Emergency Response (TRANSCAER)**

<https://www.transcaer.com/resources/training>

Appendix C:

Railroad Incident Tactical Worksheet

Oregon Emergency Response System (OERS)
800-452-0311 or 503-378-6377

LOCATION: \_\_\_\_\_

DATE: \_\_\_\_\_ TIME OF ALARM: \_\_\_\_\_ Alarm#: \_\_\_\_\_

TIME CONTAINED: \_\_\_\_\_ TIME CONTROLLED: \_\_\_\_\_

RAIL COMPANY: \_\_\_\_\_

RAIL CONTACT INFO (Name, Title and number): \_\_\_\_\_

Weather:

Time: \_\_\_\_\_ Wind Direction: \_\_\_\_\_ Speed: \_\_\_\_\_ Temp: \_\_\_\_\_ Relative Humidity: \_\_\_\_\_

Railcar and Hazardous Material Information:

Reporting Mark Number: \_\_\_\_\_ Pressure [ ] Non-Pressure [ ] Loaded [ ] Residue [ ] Empty [ ]

ID #: \_\_\_\_\_ Guide#: \_\_\_\_\_ Material Name: \_\_\_\_\_

Material Type: Flammable: [ ] Corrosive: [ ] Toxic: [ ] Reactive: [ ]

Evacuation Distance: \_\_\_\_\_

Notes: \_\_\_\_\_

General Assignments:

Operations: \_\_\_\_\_
Hazmat Branch: \_\_\_\_\_
Division/Group: \_\_\_\_\_
Division/Group: \_\_\_\_\_
Safety: \_\_\_\_\_
Medical: \_\_\_\_\_
Liaison: \_\_\_\_\_
RIC: \_\_\_\_\_

Units Responding:

Identifier: \_\_\_\_\_ Assignment: \_\_\_\_\_

Notes: \_\_\_\_\_

Rail Incident Checklist

APPROACH CAUTIOUSLY FROM UPWIND, UPHILL OR UPSTREAM

Stay clear of Vapor, Fumes, Smoke and Spills.
Keep vehicles safe distance from scene.

SECURE THE SCENE

Isolate the area, maintain personnel safety and deny entry to non-essential personnel or citizens.

OBTAIN HELP

Contact the train's railroad crew and obtain the consist/shipping documents.
Contact OERS and notify of the situation ASAP.
Activate/Notify Regional Hazardous Materials Team.
Contact your dispatch and request additional units as needed.

IDENTIFY THE HAZARDS USING ANY OF THE FOLLOWING

Utilize the ERG in reference to Placard labels
Consist/Shipping documents and Rail Car and Road Trailer Identification Chart Safety Data Sheets (SDS)
ASK Rail app

ASSESS THE SITUATION

Is there a fire, a spill or a leak? What are the weather conditions? What is the terrain like?
Where is the product flowing to and what can you be doing? What exposures could the fire spread to and what can you be doing?
Who/what is at risk: people, property or the environment? What actions should be taken - evacuation, shelter in-place or dike?
What resources (human and equipment) are required? Long term needs such as water supply, rehab, incident duration?
Establish a command post and lines of communication. Request an All-Hazards Incident Management Team?
Rescue attempts and protecting property must be weighed against you becoming part of the problem, remember Risk vs Gain.
Continually reassess the situation and modify response accordingly.
Throughout the incident, consider safety of people in the immediate area first, including your own safety.

## **Appendix D**

### **HAZMAT by Rail Planning and Decision Making Mobile Applications**

#### **Emergency Response Guidebook (ERG) and App**

First responders refer to this guide as the ERG; it's a go-to manual to help manage hazardous material incidents for the first 15 minutes to an hour. It's compiled by the U.S. Department of Transportation and the Pipeline Hazardous Materials Safety Administration and distributed to local, state and federal agencies. Every jurisdiction should have an ERG in every vehicle that responds to incidents. The book is updated every four years. It's available for PDF download and as a free, mobile web app from the Apple iTunes store (iPhones) and the Google Play website (Android devices). For further information, visit [www.phmsa.dot.gov/hazmat/erg-mobile-app](http://www.phmsa.dot.gov/hazmat/erg-mobile-app)

#### **WISER**

The Wireless Information System for Emergency Responders (WISER) is a system designed to assist emergency responders in hazardous material incidents. WISER provides a wide range of information on hazardous substances, including substance identification support, physical characteristics, human health information, and containment and suppression advice. WISER is a product of the U.S. National Institute of Health (NIH) and is available for download as a standalone application on Microsoft Windows PC, Apple iPhone and iPads, Google Android and BlackBerry devices. WISER download information can be found at [www.wiser.nlm.nih.gov](http://www.wiser.nlm.nih.gov)

#### **AskRail TM App**

The free AskRail TM mobile app is a safety tool that provides first responders immediate access to accurate, timely data about what type of hazardous material a railcar is carrying so they can make an informed decision about how to respond to a rail emergency. AskRail is a backup resource if information from the train crew is not available. AskRail was designed to give first responders immediate information about railcars carrying hazardous materials and be a valuable tool for helping prepare those on the front line should a rail incident occur. Coupled with emergency training and response planning, AskRail augments the flow of information and specifics between freight railroads and the emergency first responders in communities along the nation's 140,000-mile freight rail network. For security reasons, only qualified emergency responders who have been vetted by their local railroad can download the app. To see if you qualify for this free technology tool go to [www.aar.org](http://www.aar.org)









This plan was prepared by:

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