



GBRX 706

CAPY 29090 US
CAPY 110100 L

DOT 112 RADOW

| | TEST | QUALIFIED | DUE |
|----------------------|------|-----------|------|
| TANK QUALIFICATION | CHGM | 2019 | 2029 |
| THICKNESS TEST | CHGM | 2019 | 2029 |
| SERVICE EQUIPMENT | CHGM | 2019 | 2029 |
| PERE WULF | CHGM | 2019 | 2029 |
| LUBING | CHGM | 2019 | 2027 |
| SAFETY INSPECTION | CHGM | 2019 | 2029 |
| STUB BELL INSPECTION | CHGM | 2019 | 2029 |

LUBING: CARBOLINE PLASITE 4550 S
APPLIED BY: CHGM
DATE OF APPLICATION: 07-2019



2021 ANNUAL REPORT

HAZMAT BY RAIL PROGRAM

FEBRUARY // 2022



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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 that occur 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 that occur during rail transport, identify response resources (existing and needed), and to coordinate training for emergency responders. A copy of the full report is available on the OSFM 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 exercise response scenarios, and 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 this state 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 that are 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 a directory of oil spill response equipment ownership and locations. Its purpose is to provide the response community and regulators with a current listing of response equipment. In this inventory, the OSFM includes eight (8) foam trailers. These trailers are located in Portland, The Dalles, Pendleton, Ontario, Redmond, Salem, Eugene, and Klamath Falls. 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.

- **Possible changes to the structure for continued coordination between state agencies and industry: AND**
- **Possible revisions to the response roles or responsibilities to state agencies, local governments, and railroads.**
 - In 2021, the HazMat by Rail Program funded an initiative focused on equipment distribution. This project procured equipment for fire departments to bolster local readiness in the event of a rail incident in their jurisdiction. Overall, the project procured equipment for over 29 local fire agencies. The program offered training on the equipment and basic rail safety to first responders and front-line workers of the initiative.
 - Beginning in 2022, the OSFM proposes to establish a Rail Safety Advisory Committee (RSAC) to provide a needs analysis. The group will be comprised of federal, state, and local agencies, as well as railroad companies and community groups. The focus of this group will be to provide recommended changes to the structure for continued coordination between state agencies and industry, as well as recommended changes to the roles and responsibilities for rail incident response.
- **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.**
 - In partnership with the OSFM Local Emergency Planning Committee (LEPC) Program, the HazMat by Rail Program provides funding opportunities where otherwise strained local funding is limited by city or county budgets. Due to the COVID-19 pandemic, many of the planned exercises and trainings in 2021 were suspended to comply with social distancing and spread reduction efforts. As a result, program funding was allocated towards investment in response equipment and virtual training. In 2022, the OSFM RSAC will review funding opportunities to cover costs of program training, equipment, and administration costs.

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 that occur 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 that occur during rail transport, identify response resources (existing and needed), and to coordinate training for emergency responders. A copy of the full report is available on the OSFM website.

The OSFM HazMat by Rail Program, in partnership with the railroad industry, 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 exercise response scenarios, and 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 this state 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 that are needed to provide for an 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

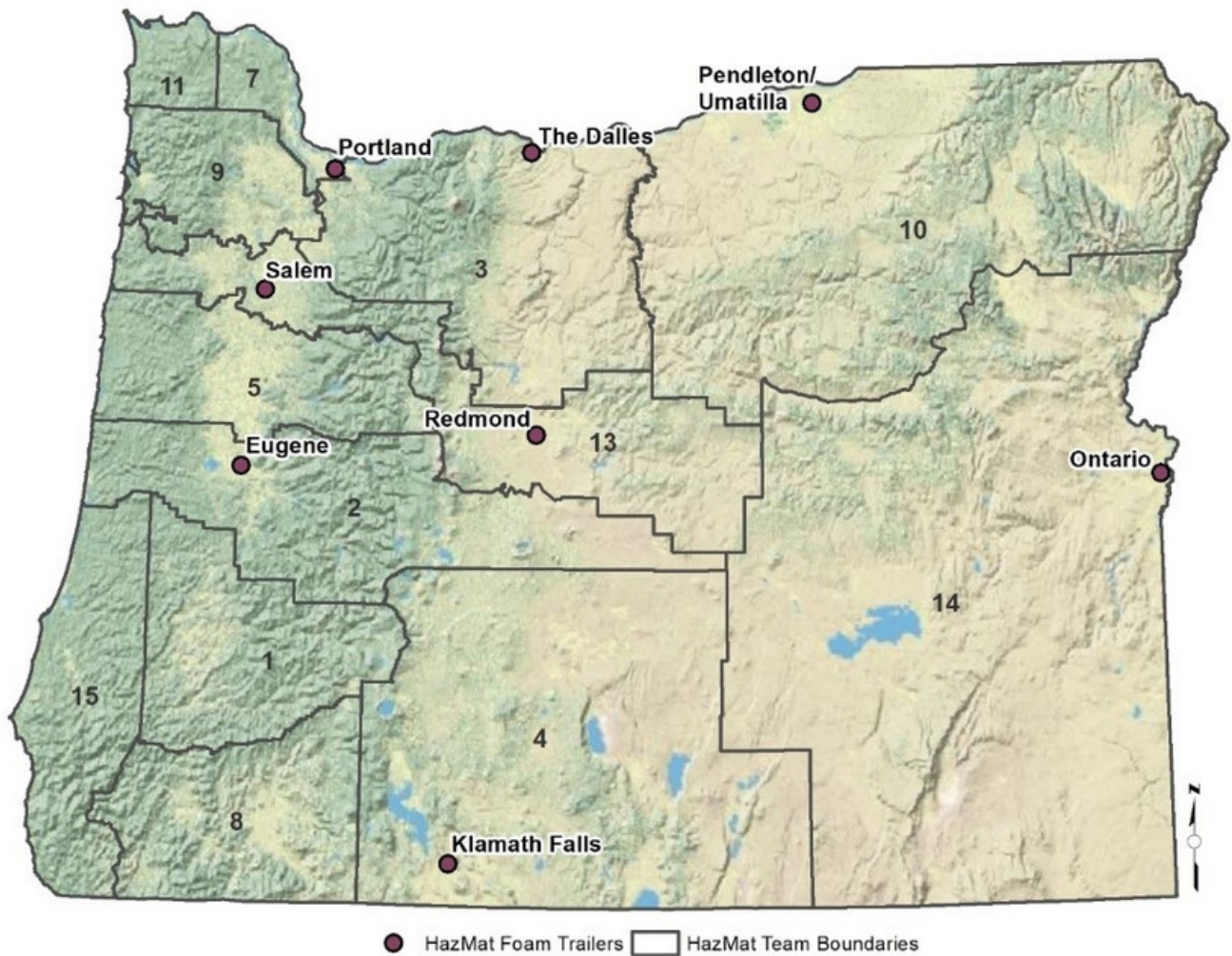
An inventory of all emergency response resources available in this state including information on: The location of and the means of access to the resources; whether the resources are publicly or privately maintained; and additional resources that are needed to provide for adequate response.

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 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 8 foam trailers. These trailers are in Portland, The Dalles, Pendleton, Ontario, Redmond, Salem, Eugene, and Klamath Falls.

- **Eugene/Springfield Fire Department** (co-located with OSFM HazMat Team #2)
- **Klamath County Fire District #1** (co-located with OSFM HazMat Team #4)
- **Ontario Fire Department** (co-located with OSFM HazMat Team #14)
- **Portland Fire and Rescue Bureau** (co-located with OSFM HazMat Team #7)
- **Salem Fire Department** (co-located 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)



EMERGENCY RESPONSE **RESOURCE INVENTORY**



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.

POSSIBLE CHANGES

STRUCTURAL COORDINATION

- **Possible changes to the structure for continued coordination between state agencies and industry AND**
- **Possible revisions to the response roles or responsibilities to state agencies, local governments, and railroads.**

The OSFM was able to work directly with industry representatives from Class 1 railroad companies. The partnership was displayed throughout the year during training opportunities. In June, the Union Pacific hosted training for first responders in Pendleton while in October, BNSF provided training to first responders in Klamath Falls. Providing training to these departments was critical to the HazMat by Rail Program success as these agencies each host one of the eight (8) foam firefighting trailers. In addition to in-person training, these railroad companies also provided virtual rail-based operations and awareness refresher courses to all fire departments across the state.

Beginning in 2022, the OSFM proposes to establish a Rail Safety Advisory Committee (RSAC) to provide a needs analysis. The group may be comprised of federal, state, and local agencies, as well as Oregon tribes, railroad companies, and community groups. The focus of this group will be to provide recommended changes to the structure for continued coordination between state agencies and industry, as well as recommended changes to the roles and responsibilities for rail incident response.

In addition to this work, the RSAC can review the current inventory of available railroad response equipment and recommend changes, if any, to improve Oregon's capability and readiness to respond to an incident involving the release of hazardous materials. This will include, but is not limited to, foam trailer locations, railroad resources, and additional resources. The committee can also identify training programs and training opportunities for firefighters to prepare for a railroad incident.

The clearly defined roles and responsibilities of state agencies, local governments, and railroads is necessary to coordinate an effective response to rail incidents involving hazardous materials. The OSFM maintains an ESF10 HazMat Incident by Rail Response Annex. Throughout the year, the Rail Safety Advisory Committee will meet with OSFM and discuss potential modification or changes to the plan. Using data and analytics, OSFM can identify communities in Oregon to prioritize and bolster local responder readiness and capabilities. Prior investments have been largely driven from a risk-analysis of incident data, trends in commodity flow reports, and identification of vulnerable communities.

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.

In partnership with the OSFM LEPC Program, the HazMat by Rail Program provides funding opportunities where otherwise strained local funding is limited by city or county budgets. Due to the COVID-19 pandemic, many of the planned exercises and trainings in 2021 were suspended to comply with social distancing and spread reduction efforts. As a result, program funding was allocated towards investment in response equipment and virtual training.

The HazMat by Rail Program, in partnership with the Regional HazMat Emergency Response Teams Program, procured a set of magnet patches for HazMat Team 07 Portland. This capital investment increased capability of the regional team to respond to a hazardous material incident involving a leaking low-pressure tank car.

EQUIPMENT RECIPIENTS

In addition to supporting the Regional HazMat Emergency Response Teams Program, the HazMat by Rail Program funded an equipment distribution initiative. This project procured equipment for fire departments to bolster local readiness in the event of a rail incident in their jurisdiction. Overall, the project procured equipment for almost 30 local fire departments. The program offered training on the equipment and basic rail safety to all recipients of the initiative. Below is a list of fire departments and the equipment they received as a result of the project:

- **Alfalfa Fire District:** two (2) infrared cameras, one (1) drain cover, one (1) drain seal, two (2) four gas monitors, and one (1) containment pool.
- **Ashland Fire & Rescue:** six (6) infrared cameras, six (6) four gas monitors, and four (4) containment pools.
- **Aumsville Rural Fire Protection District:** two (2) infrared cameras, four (4) drain cover, two (2) four gas monitors, and two (2) containment pools.
- **Cascade Locks Fire and EMS:** one (1) infrared camera, five (5) drain covers, one (1) drain seal, one (1) four gas monitor, and one (1) containment pool.
- **Clatskanie Rural Fire Protection District:** two (2) infrared cameras, two (2) four gas monitors, and two (2) containment pools.
- **Dexter Rural Fire and Protection:** one (1) drain seal, one (1) four gas monitor, and one (1) containment pool.
- **Jefferson County Fire District 1:** four (4) drain seals, two (2) four gas monitors, and four (4) containment pools.
- **Jefferson Rural Fire Protection District:** three (3) infrared cameras, four (4) four gas monitors, and 3 containment pools.
- **Klamath County Fire District 1:** two (2) infrared cameras, four (4) drain covers, two (2) drain seals, two (2) four gas monitors, and two (2) containment pools.
- **Knappa-Svensen-Burnside RFPD:** one (1) infrared thermometer, one (1) infrared camera, and one (1) four gas monitor.
- **Milton-Freewater Fire Department:** two (2) infrared cameras, 8 drain covers, two (2) drain seals, two (2) four gas monitors, and two (2) containment pools.
- **Mosier Fire District:** two (2) infrared thermometers, two (2) infrared cameras, and two (2) four gas monitors.
- **Myrtle Creek Fire Department:** one (1) infrared camera and two (2) four gas monitors.

EQUIPMENT RECIPIENTS

- **Nyssa Volunteer Fire Department:** six (6) infrared thermometers, six (6) infrared cameras, six (6) four gas monitors, and four (4) containment pools.
- **Pleasant Hill Goshen Fire & Rescue:** two (2) infrared thermometers, two (2) infrared cameras, four (4) drain covers, one (1) drain seal, two (2) four gas monitors, and one (1) containment pool.
- **Portland Fire and Rescue:** four (4) infrared thermometers, two (2) infrared cameras, two (2) four (4) drain covers, six (6) drain seals, two (2) four gas monitors, and one (1)0 containment pools.
- **Riddle Fire Protection District:** one (1) infrared thermometer, one (1) infrared camera, six (6) drain covers, one (1) drain seal, two (2) four gas monitors, and two (2) containment pools.
- **Salem Fire Department:** two (2) infrared thermometers, two (2) infrared cameras, six (6) drain covers, two (2) four gas monitors, and six (6) containment pools.
- **Scio Rural Fire District:** three (3) infrared cameras.
- **Sunriver Fire Department:** two (2) infrared cameras, two (2) four gas monitors, and five (5) containment pools.
- **Sweet Home Fire and Ambulance District:** four (4) infrared thermometers, two (2) infrared cameras, and one (1) four gas monitor.
- **Tangent Fire District:** four (4) infrared thermometers, four (4) infrared cameras, one (1) six (6) drain covers, four (4) drain seals, four (4) four gas monitors, and six (6) containment pools.
- **Tiller Volunteer Fire Department:** one (1) infrared thermometer, one (1) infrared camera, four (4) drain covers, one (1) drain seal, and one (1) four gas monitor.
- **Tri-City Rural Fire Protection District 4:** one (1) infrared thermometer, one (1) infrared camera, and two (2) four gas monitors.
- **Westport-Wauna Rural Fire Protection District:** two (2) infrared thermometers and two (2) infrared cameras.
- **Woodburn Fire District:** two (2) infrared thermometers, two (2) infrared cameras, eight (8) drain covers, two (2) drain seals, two (2) four gas monitors, and two (2) containment pools
- **Wy'East Fire District:** two (2) infrared thermometers, two (2) infrared cameras, and three (3) four gas monitors.

EQUIPMENT RECIPIENTS

MAP OF GRANT RECIPIENTS



TRAINING UPDATE



Due to an inability to provide in person exercise and training to LEPCs and firefighters, the OSFM has identified a backlog of training. This need was reinforced by requests from several fire departments to provide HazMat Incident Commander as well as Basic Rail Safety Training. The OSFM HazMat by Rail Program intends to increase first responder training as vaccinations increase and OSFM staff can safely provide in person training. Beginning in 2022, the OSFM HazMat by Rail Program will offer quarterly training in regions throughout the state with Class 1 railroads. Additionally, the OSFM RSAC will review funding opportunities to cover costs of program training, equipment, and administrative costs.



This report was prepared by:

Oregon State Police
OFFICE OF STATE FIRE MARSHAL
www.oregon.gov/osp/sfm