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REGION 6 LEPC UPDATE

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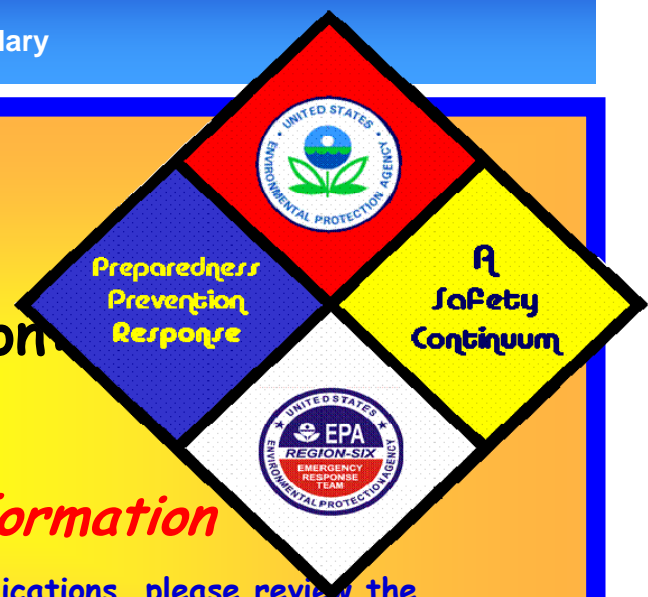
This month, we will review the emergency response notifications received by EPA through the NRC for Region 6. It is important to cover this once a year, as it can provide significant help to local, state, and federal partners in planning activities. Also, some rail-related considerations for local emergency planning, and an update on the Pipeline Safety Act – 1 year later.

- Steve & Hilary

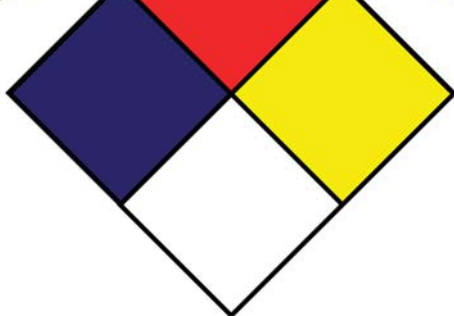
EPA Region 6 Accidental Release Information 1982 - 2012

Thirty Years of Release / Spill Information

* To view the full 2012 Region 6 emergency response notifications, please review the attachment titled ANNUAL ACCIDENTAL RELEASE REPORT - 2012.pdf, or email a document request to mason.steve@epa.gov.



HOTZONE®



Training for Responders by Responders

13th Annual HOTZONE Conference

Local, state, and federal partners put together another great conference in 2012. New and veteran speakers provided over 50 workshops, and the conference saw the second year of a well-attended, LEPC-specific track of workshops. Nearly 300 people were able to attend the conference on scholarships thanks to federal, state, and local funding for HOTZONE. Another affirmation to the quality of training the conference provides: TCEQ utilized the 2012 HOTZONE Conference as the primary source of training for the agency's newly restructured regional strike teams.

HOTZONE 2013 Dates:

October Thursday-Sunday, October 17-20, 2013

PHMSA Advises Derailment Responders to Call 811

Article courtesy of the AZSERC Gatekeeper Newsletter and PHMSA

On July 31st, 2012, the Pipeline and Hazardous Materials Safety Administration (PHMSA) issued an Alert Bulletin encouraging pipeline operators to advise rail operators and emergency response officials of the benefit of calling 811 "Call Before You Dig" in the event of a train derailment. By calling 811, emergency responders may be able to identify and notify underground utilities that a train derailment incident has occurred in the vicinity of their buried facilities. This notice stemmed from an incident that occurred in 2009 in which a natural gas transmission pipeline was damaged during a train derailment.



Following are details from the accident:

On Friday, June 19, 2009, at approximately 8:36 p.m., CST, a Canadian National Railway Company (CN) freight train U70691-I8, traveling eastbound at 36 mph, derailed at a highway/rail grade crossing in Cherry Valley, Illinois. The train consisted of two locomotives and 114 cars, 19 of which derailed. All of the derailed cars were tank cars carrying denatured fuel ethanol, a flammable liquid. Thirteen of the derailed tank cars were breached or lost product and caught fire. At the time of the derailment, several motor vehicles were stopped on either side of the grade crossing waiting for the train to pass. As a result of the fire that erupted after the derailment, a passenger in one of the stopped cars was fatally injured, two passengers in the same car received serious injuries, and five occupants of other cars waiting at the highway-rail crossing were injured. Two responding firefighters also sustained minor injuries. The release of ethanol and the resulting fire prompted a mandatory evacuation of about 600 residences within a 1/2-mile radius of the accident site. The National Transportation Safety Board (NTSB) determined that the probable cause of the accident was the washout of the track structure that was discovered about one hour before the train's arrival, and CN's failure to notify the train crew of the known washout in time to stop the train because of the inadequacy of CN's emergency communication procedures.



**Know what's below.
Call before you dig.**

At the site of the derailment was a 12-inch diameter underground natural gas transmission pipeline operated by Nicor Gas. The pipeline well-exceeded Federal standards for protective ground cover. Yet, as the wreckage was removed from above the pipeline, Nicor's crews discovered that a railcar wheel and axle assembly had impinged on the pipeline. Although the pipeline was buried about 11 feet deep and protected within a 16-inch diameter casing, the rail car wheels impacted and severely dented the pipeline. The impact caused a severe flattening of the pipe casing with sharp angular bends at two locations where it was contacted by the rail car wheel assembly. This degree of deformation to the 16-inch casing pipe likely caused similar damage to the 12-inch carrier pipe.

The NTSB concluded that had the gas pipeline been installed at the railroad crossing with the minimum level of ground cover permitted by the current Federal and industry pipeline construction standards, it likely would have failed as a result of being struck by derailed equipment in this accident.



Consider Railcars in Your Local Preparedness Plan

Courtesy of EPA Region 8

As a reminder to something you already know, chemical companies may escape oversight under federal EPA or OSHA regulations, and/or state and local Right-to-Know and disaster prevention regulations, by making use of railcars for on-site storage instead of using their own on-site fixed chemical storage containers. When railcars are hooked up to chemical plant processes for direct use, their "unloading and loading" is considered by some companies to be still part of "transportation", and thus regulated by U.S. DOT regulations (49 CFR) (these preempt the usually more stringent requirements of local, state and federal regulations on fixed facilities). There is a regulatory loophole, into which hazmat railcars can be driven: a chemical company can lease a siding (stretch of track) from a railroad and leave hazmat railcars there indefinitely, even loading and unloading from them. These arrangements are called "leased sidings", "storage in transit", or "storage incidental to transportation." Chemical companies can lease some track from railroads and call the resulting railcar storage "storage in transit." This type of storage can occur anywhere -including downtown rail yards. Unless there is a citizen complaint from having seen rail tank cars parked for months, these tank cars are usually not considered in the preparedness process. Nevertheless, it is something to keep in mind when assessing vulnerabilities.

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The Pipeline Safety Act - 1 Year Later

Courtesy of PHMSA / U.S.DOT

Overview

Pipeline Safety, Regulatory Certainty, and Job Creation Act of 2011 was designed to examine and improve the state of pipeline safety regulation.

The Act:

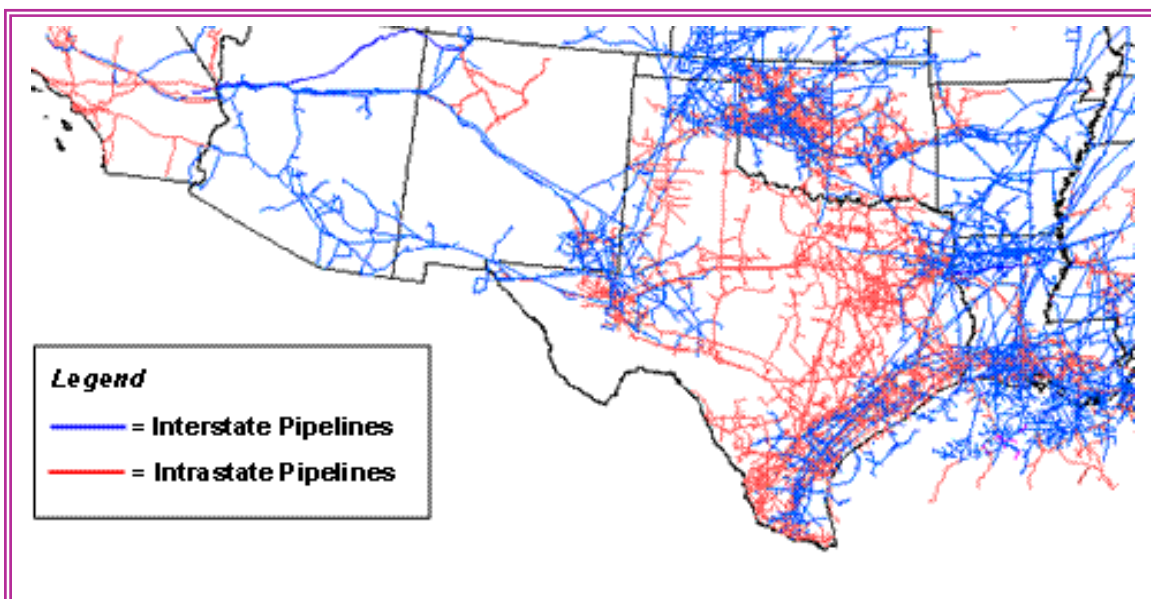
- Reauthorizes PHMSA's federal pipeline safety programs through fiscal year 2015
- Provides the regulatory certainty necessary for pipeline owners and operators to plan infrastructure investments and create jobs
- Improves pipeline transportation - the safest and most cost-effective way to transport natural gas and hazardous liquid products - by strengthening enforcement of current laws and improving existing laws where necessary
- Ensures a balanced regulatory approach to improving safety that applies cost-benefit principles
- Protects and preserves Congressional authority by ensuring certain key rulemakings are not finalized until Congress has an opportunity to act



Progress Over the Last Year

Since the Act was signed into law one year ago, PHMSA has taken a number of actions to improve pipeline safety, including:

- Initiating rulemaking to update Part 190 of the Pipeline Safety Regulations with newly-increased maximum civil penalties for safety violations
 - Issue regulations for enforcement hearings that require a presiding official, implement a separation of functions, and prohibit *ex parte* communications
 - Conducted a study on the use of automatic and remote-controlled shutoff valves
-
- Initiated several rulemakings aimed at strengthening gas and liquid pipeline integrity management
 - Created an [online, publicly accessible database](#) to track progress in replacing cast iron inventory
 - Promoted public education and awareness of safe digging and damage prevention:
 - Produced a public service announcement
 - Partnered with Washington Gas Co. and area first responders for a public safety demonstration in observance of National 8/11 day
 - Conducted a satellite media tour on first day of Spring
 - Issued guidance to operators on providing system-specific information about their pipelines to local emergency responders
 - Conducted a study on leak detection systems used by hazardous liquid pipeline operators
 - Conducted a study of hazardous liquid pipeline incidents at crossings of inland water bodies to determine if depth of cover was a factor
 - Issued an [advisory bulletin](#) reminding pipeline operators to immediately notify public safety officials when a pipeline emergency occurs
-
- Awarded a contract to the National Academy of Sciences to conduct a study on whether current regulations are sufficient to regulate pipelines transporting diluted bitumen
 - Issued an advisory bulletin advising pipeline operators to report any exceedance of Maximum Allowable Operating Pressure within 5 days
 - Hired additional federal pipeline safety inspectors



Upcoming Trainings in Region 6

Columbus Public Health Office of Emergency Preparedness

- Utilizing Social Media During Hurricane Sandy - Free Webinar
- March 27th, 2013 - 12:30-1:30 p.m. CDT, 11:30-12:30 MDT
 - Additional Information: The speaker for this webinar is Emily Rahimi, Digital and Social Media Manager for the FDNY since 2005. As Hurricane Sandy hit the shore of New York in late October last year, Emily monitored the FDNY Twitter feed and responded to those most in need.
 - <http://ppwebinar2.eventbrite.com> | 1,000 seats available | free registration | The Preparedness Partners webinar series focuses on various issues within emergency preparedness and response. Regularly scheduled presenters within CPH, along with guest presenters from around the country, share their insight and lessons learned about exciting and innovative programs in emergency preparedness and response.

Louisiana State Police HAZMAT Training Classes

- All courses held at the Louisiana State Police Joint Emergency Services Training Center (JESTC) in Zachary, LA.
- April 1st – 5th – 40 Hour HazMat Street Chemistry I Course
- April 22nd – 26th – 40 Hour HazMat Street Chemistry II Course
 - Course Fees: Free to local, state, and federal first responders in Louisiana. For additional information, visit the [LSP Training Site](#), or contact Richard Browning at 225-922-2839 or Richard.Browning@dps.la.gov

New Mexico DHSEM Calendar Trainings

- For full listing of trainings in New Mexico visit the [NM DHSEM website](#), or contact Felecia Schreier at 505-476-9633, or felecia.schreier@state.nm.us
 - March 20th - Seasonal Hazard Outlook Meeting – Santa Fe, NM
 - March 21st – Dona Ana County Table Top Exercise – Las Cruces, NM
 - March 25th – 29th – AWR 231 - Critical Thinking and Analytical Methods – Albuquerque
 - March 26th-27th – Recovery from Disaster: The Local Government Role – Las Cruces
 - March 27th – Introduction to E TEAM – Santa Fe, NM
 - March 28th – G-250.7 – Local Situation (RAPID) Assessment – Las Cruces, NM
 - April 9th – 11th - NIMS ICS All-Hazards Position Specific: Communications Unit Leader (COML) Train-the-Trainer (TtT) Course - Santa Fe, NM
 - April 23rd – 25th - PER-222 - Public Safety WMD Response - Sampling Techniques and Guidelines – Albuquerque, NM

The Focus of Rural Response Training

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Often in my science readings I come across ideas which need broadcasting, because I know that few of my acquaintances have the time or inclination to spend the remainder of their lives reading science books four or six hours a day, probably because they actually have jobs. Thus, I feel it my duty to pass certain things on, acting as if this is my job and making me feel like a responsible adult.

Richard Dawkins, the now-retired eminent ethologist/biologist, in a compendium called *The Oxford Book of Modern Science Writings*, has an excerpt from the great IT creative genius Claude Shannon and his friend Warren Weaver. They are talking about "information" distribution—a lot of talk about bits and noise—and what is training if not information distribution, with lots of bits and noise.

The quote (and concomitant relevant idea which needs to be introduced into contemporary response versus terrorism training discussions) which I believe needs publication is this: ***"If it is not possible or practicable to design a system which can handle everything perfectly, then the system should be designed to handle well the jobs it is most likely to be asked to do, and should resign itself to be less efficient for the rare task."*** (Taken from page 305 of the Dawkins book.)

Points to be taken:

- One cannot design a system whereby VFDs, volunteer EMS organizations, and rural law enforcement agencies are prepared to respond to all incidents.
- Such rural organizations should then be trained to do the things they are regularly be called to do, such as aid at traffic accidents and EMS calls, household incidents including structure fires, and wildland fires, floods, snowstorms, etc.
- Such rural organizations (and the higher echelon state and federal governments) should resign themselves to be less efficient at the rare task (such as terrorism).

In fact, using Vilfredo Pareto's Principle (often referred to as "the 80-20 rule"), terrorism incidents would never end up on any local responder's list of "things to worry about because they happen all the time."

In fact, one could—if one were so inclined—easily find data to show that the vast majority of rural responders could go an entire career without ever responding to a terrorism incident.

In fact, reports would show that most rural responders rarely respond to incidents that last a long, long time or require anything beyond mutual aid.

Using Pareto's and Shannon's information-based system of management, rural response training should be fact-based training designed primarily to aid response to those incidents most often encountered. For them, it would be understood and accepted that the "rare task" would be done in a "less efficient" manner. As regards terrorism response, this "rare task" is actually on the "things I regularly do" list of the FBI's and military's counter-terrorism and anti-terrorism personnel. So obviously what is needed is not more terrorism response and higher level NIMS training in rural areas, but training to make these federal terrorism assets more user friendly if and when they arrive to help we rural folk. Such assets, however, focus their training solely on technical aspects, and expect the communities at which they arrive to be all trained up and ready to integrate with them.

KEY FACT: "Hello-o! **By** using common sense and Pareto-Shannon management principles, we will be concentrating on 9-1-1, not 9/11."

EMERGENCY RESPONSE NUMBERS

Arkansas Dept. of Emergency Management	800-322-4012
Louisiana State Police	877-925-6595
New Mexico State Police	505-827-9126
Oklahoma Dept. of Environmental Quality	800-522-0206
Texas Environmental Hotline	800-832-8224

National Response Center	800-424-8802
EPA Region 6	866-372-7745
CHEMTREC	800-424-9300

Region 6 LEPC Coordinators

Arkansas	Kenny Harmon	501-683-6700	kenny.harmon@adem.arkansas.gov
Louisiana	Gene Dunegan	225-925-6113	gene.dunegan@dps.la.gov
New Mexico	Daniela Bowman	505-476-0617	daniela.bowman@state.nm.us
Oklahoma	Tom Bergman Bonnie McKelvey	405-702-1013 405-521-2481	tom.bergman@deg.ok.gov bonnie.mckelvey@oem.ok.gov
Texas	Bernardine Zimmerman Chase Yarbrough	800-452-2791 512-424-2447	Bernardine.zimmerman@dshs.state.tx.us chase.yarbrough@txdps.state.tx.us



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