

Emergency Preparedness for Rail Accidents

Senate Committees on Environmental
Quality and Natural Resources and
Water
Joint Hearing
March 19, 2014

ACCIDENT SCENARIO

- westbound unit train carrying Bakken crude oil derails into the Feather River, 2 miles east of the town of Twain



- 1 tank car is on fire
- 2 tank cars have released 50,000 gallons of oil into the river

California Emergency Management Programs

- Emergency Services Act (ESA)
- Master Mutual Aid System (MMAA)
- California Standardized Emergency Management System (SEMS)
- FIRESCOPE
- Incident Command System & Multi-Agency Coordination System (ICS & MACS)
- State Emergency Plan (SEP)
- Neighbors helping Neighbors in all 58 Counties, 481 Cities, and Over 3,400 Special Districts

SEMS: Common System and Organization at All Levels

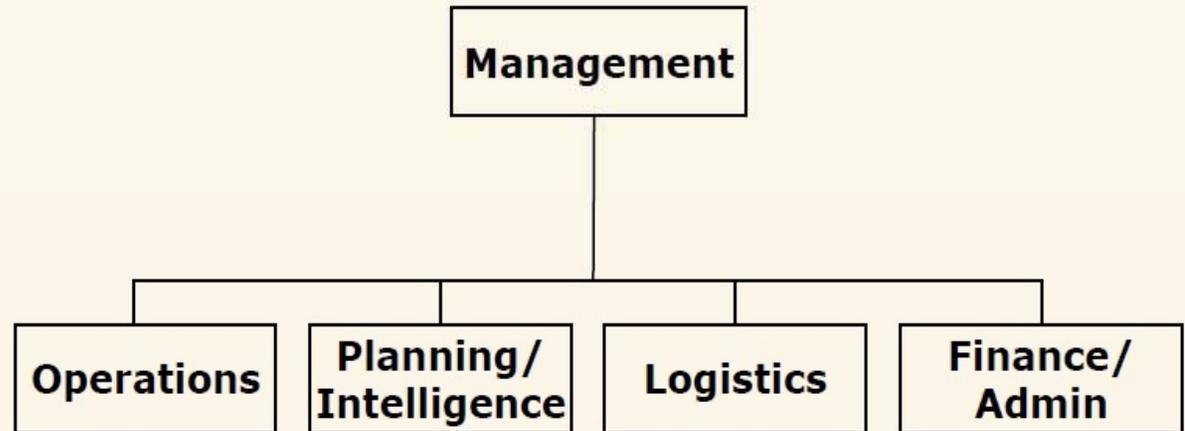
State

Regional

Operational
Area

Local

Field



Hazardous Materials Capability

Our systems and coordination protocols are strong, however these changing conditions will require adjustments to our assumptions and resource allocations:

- Increased number of incidents
- Incidents that call for more resources
- More sustained responses, including for rural areas that have less resources
- Increased demand for additional responder training and maintenance



CAL FIRE

CAL FIRE's role would likely include:

1. Assisting with Initial Emergency Response Efforts:

- Engine company response if in SRA or Contract Area or pursuant to mutual aid request from local agency with jurisdiction.
- Technical specialist response as requested by the Incident Commander
- Function specific assistance (e.g., coordination and management of inmate crews, logistical support - feeding, scene monitoring)
- Communications and logistics support as requested by the State agency coordinator or the scene manager.

See CAL FIRE Policy 7741.2.2



CAL FIRE

CAL FIRE's role would likely include:

2. Assisting with Operational Management:

- Incident Management Team (IMT) deployment, as requested by the local fire agency or the State agency coordinator.
 - Requires a mission tasking request placed from Cal OES Headquarters through CAL FIRE Sacramento Duty Chief
 - Request routed through Region Operations Command Center
 - Typically involves conference call with Region Chiefs and Deputy Director for statewide issues (e.g., drawdown)
- Overhead response, as requested by the Incident Commander – Operations, or State agency coordinator

See CAL FIRE Policy 8162.3

CUPA (Local) Response - Urban

- Immediate response as part of, or with a HazMat Response Team
- As part of Unified Command, aid in making initial assessment focusing on public health and the environment
- Aid in determining as well as notifying state and federal agencies due to scope of incident
- Coordination with and oversight of Responsible Party for remediation

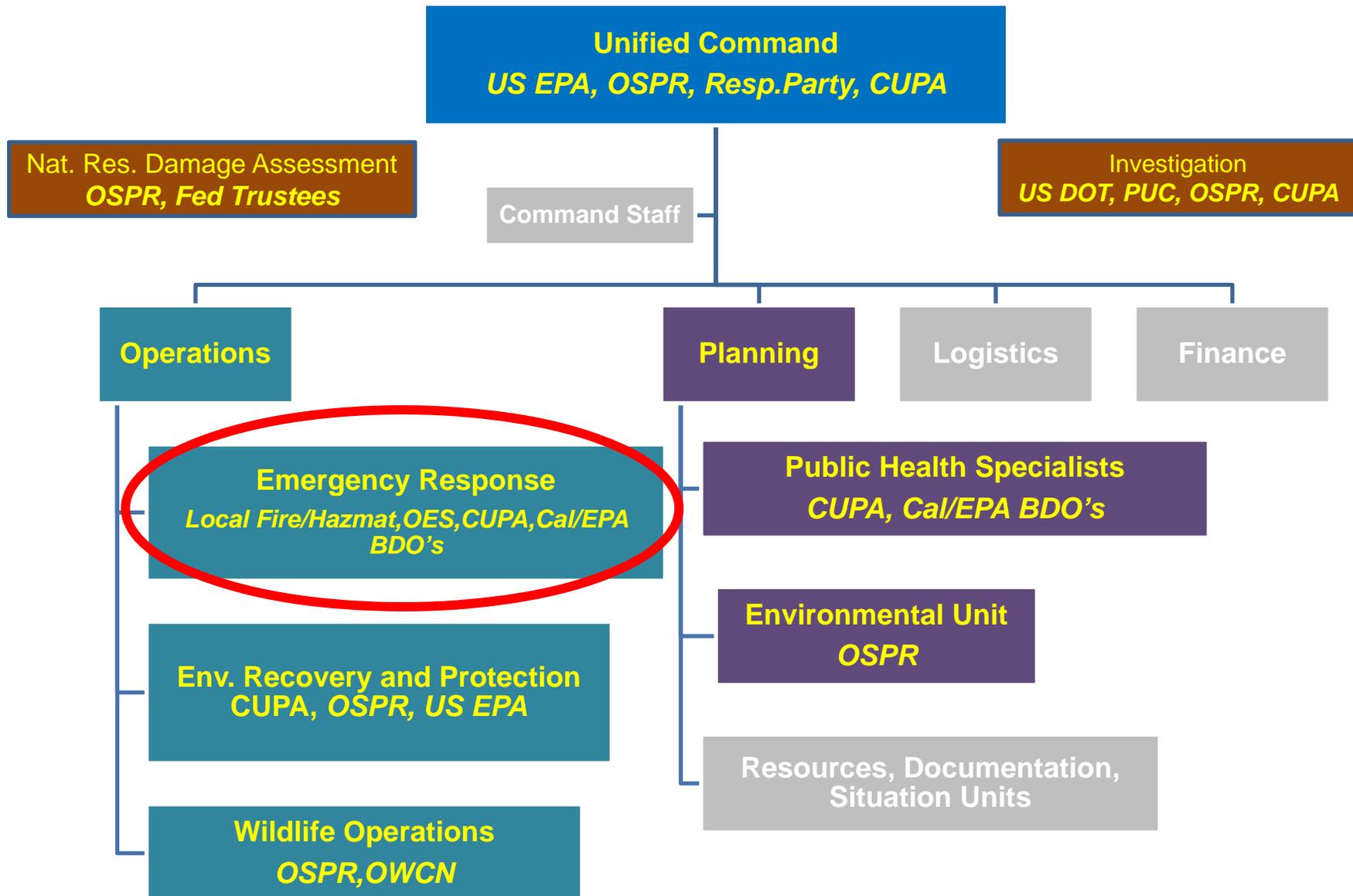
CUPA (Local) Response-Rural

- Local CUPA staff may not be able to respond for hours or following day
- Will more likely be involved in recovery phase, than response or emergency phases

Emergency Preparedness At DTSC

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Incident Command Structure



Emergency Response Authorities

- Health and Safety Code, Division 20, Chapter 6.8 Section 25354 – Allows DTSC to take immediate corrective action necessary to remedy or prevent an emergency resulting from a fire or an explosion of or human exposure to hazardous substances caused by the release or threatened release of a hazardous substance.
- Section 25354.5 – This portion of the H&SC gives DTSC authority to respond to releases at illegal drug lab sites and expend funds from the Illegal Drug Lab Account to oversee and remove hazardous substances from said sites.

DTSC Emergency Response Capabilities

● Staffing

- 1 Manager, 5 Field Staff - HazMat Technician/Specialist trained
- 25 additional staff - HazMat Technician/Specialist trained to be called upon as needed
- All staff attend annual refresher at CSTI and are Level “B” trained

● DTSC maintains a cache of Health/Safety gear & sampling and monitoring equipment

● DTSC staff are not first responders

DTSC's Role and Responsibilities in Emergency response



Sampling/Assessment



Industrial Hygiene Support



Environmental Chemistry Lab



Public Information

DTSC's Duty Officer System

- DTSC is the only BDO within CalEPA that has a Duty Officer available 24/7 to manage requests for assistance from OES. As a result CalEPA relies on DTSC to be the point-of-contact for any incident that occurs during normal business hours as well as after hours.



DTSC Contractor Funding

- **Off-Highway Fund**

- Annual budget of \$720,000 to fund emergency removal of hazardous substances that pose an imminent threat
- See map for list of contractors and coverage area

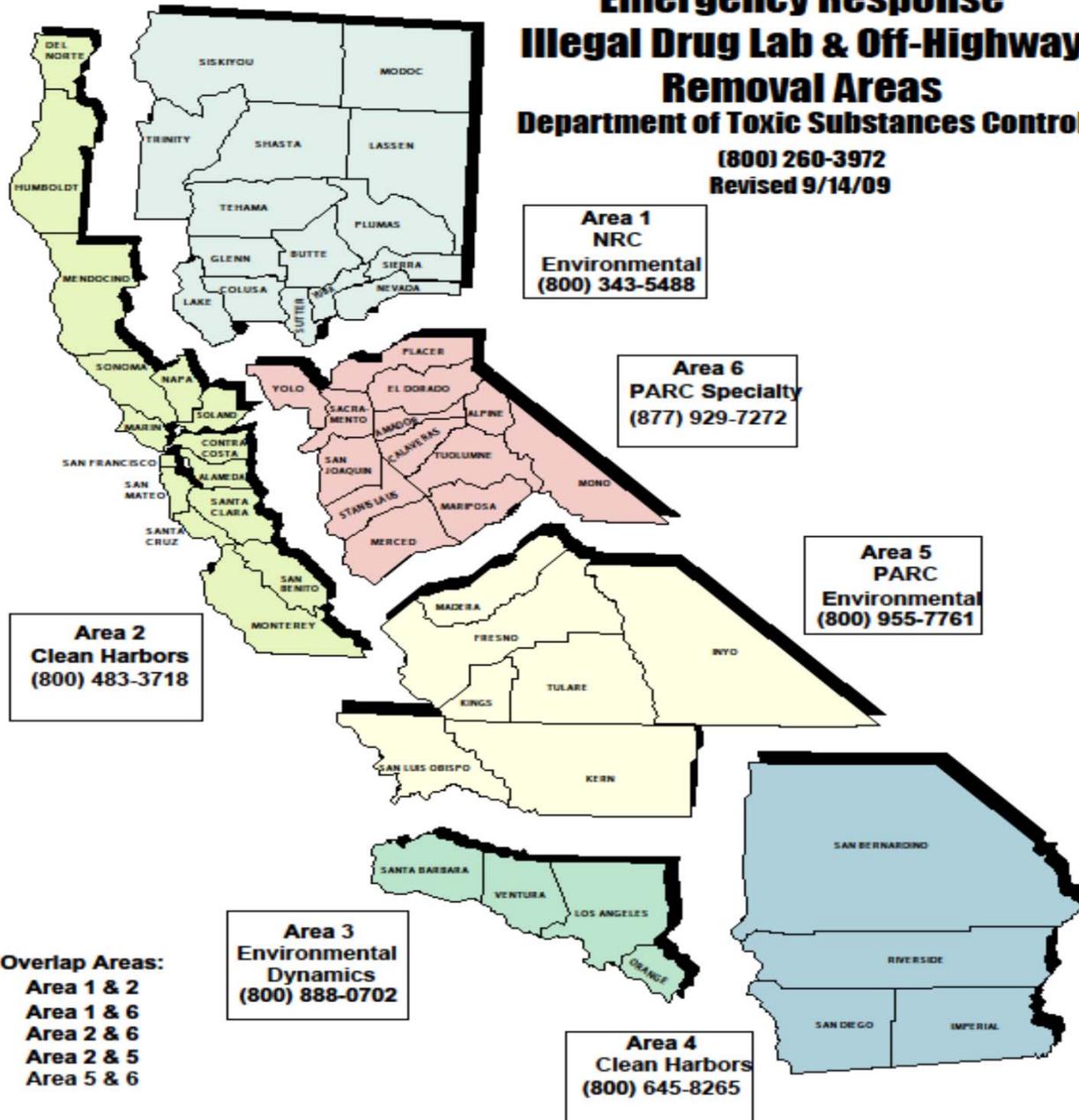
- **Illegal Drug Lab Fund**

- Annual budget of \$720,000 to assist law enforcement and local first-responders to cover costs for clean-up of hazardous substances at illegal drug labs

Emergency Response Illegal Drug Lab & Off-Highway Removal Areas

Department of Toxic Substances Control

(800) 260-3972
Revised 9/14/09



Emergency Response Coordination Activities

- LEPC – (Local Emergency Planning Committees) – Monthly meetings of federal, state and local response agencies. Six LEPC's located statewide.
- ERCC (Emergency Response Coordination Committee) – Monthly meetings of state and federal agencies, i.e. USEPA.
- Golden Guardian Exercise - Annual exercise organized by OES & FEMA to practice implementing State Emergency Plan. CalEPA & OSPR participate.

EXAMPLES OF DTSC EMERGENCY RESPONSE ACTIONS



Yuba City Plating Shop



San Diego Wildfires



Drug Lab

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Prevention

Office of Spill Prevention and Response: Ability to Respond to Rail Accidents

Preparedness

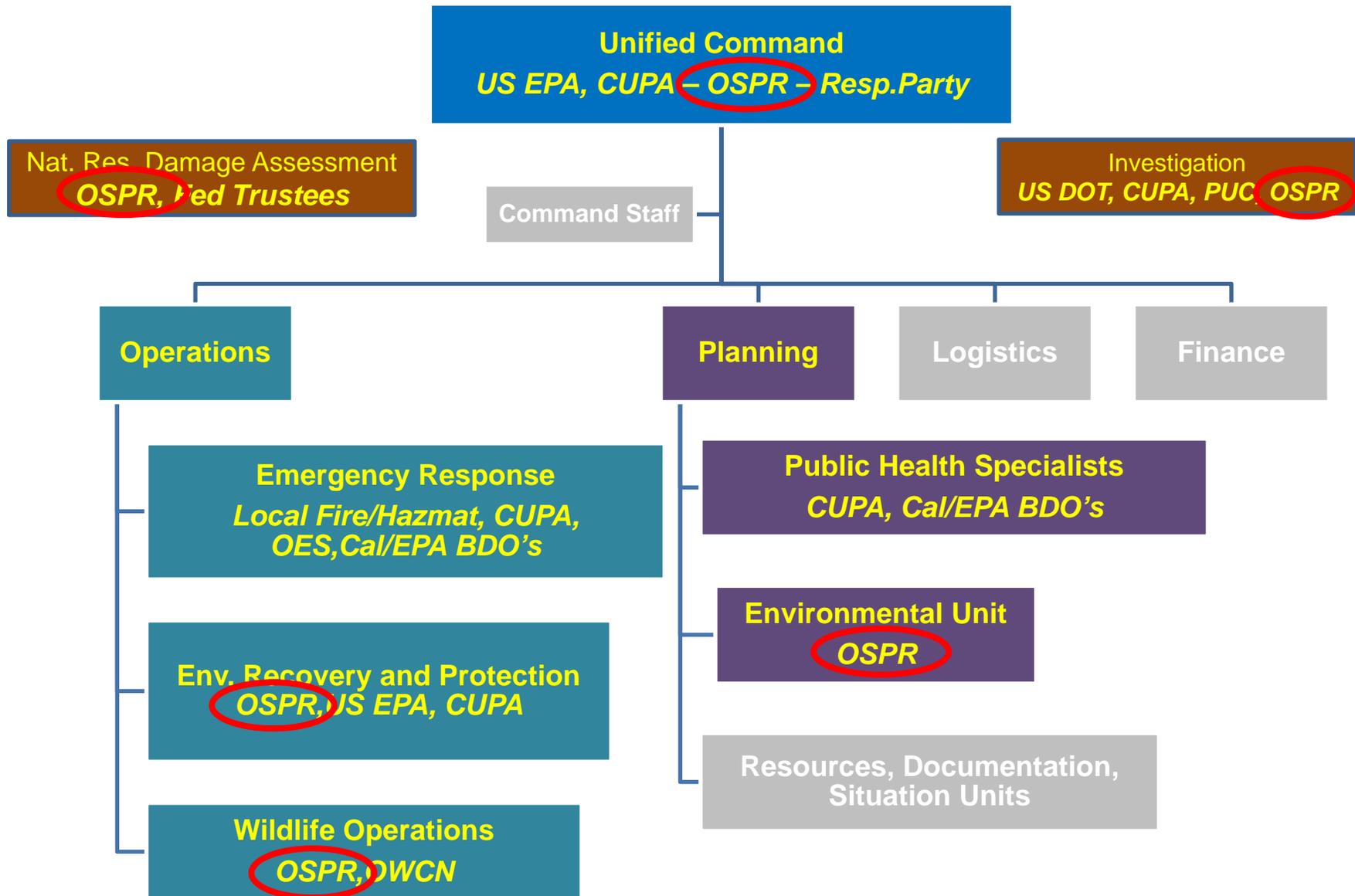


Response



Mar 19, 2014

Incident Command Structure



Marine



Prevention

- Safety Standards
- Inspections
- Risk Analysis
- Investigations

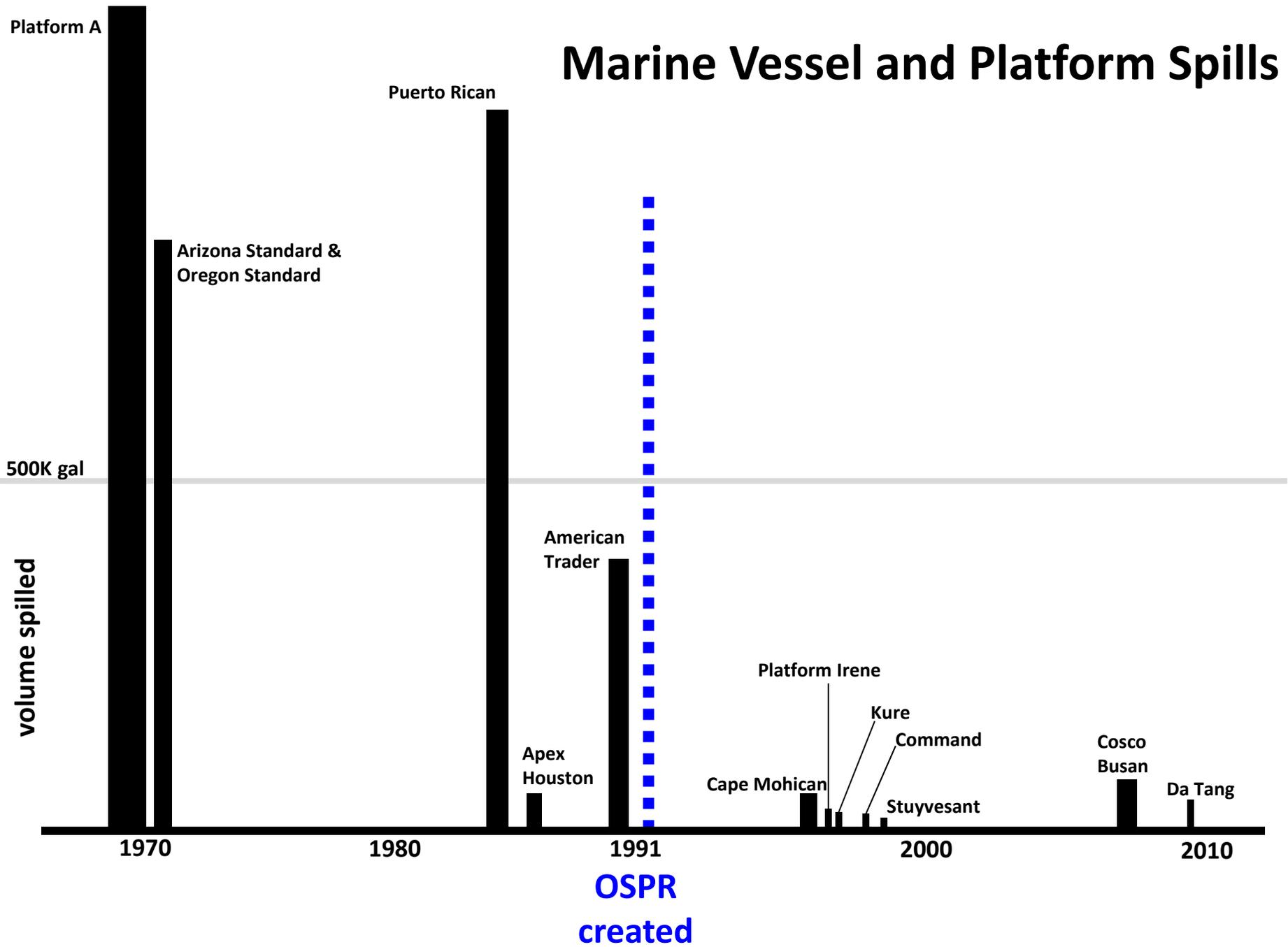
Preparedness

- Contingency Plans
- Area Planning
- Minimum Response Requirements
- Drills/Testing
- Contractor Rating
- Wildlife Plan
- Financial Responsibility

Response

- Qualified Emergency Responders
- Unified Command
- Response Funding
- Restoration

Marine Vessel and Platform Spills



California's Crude Oil Supply in 2012

Where crude comes from

How crude gets here



Alaska



overseas



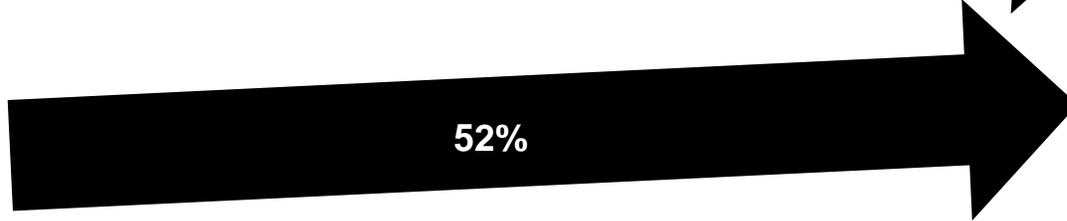
California - offshore



California - inland



13%



52%



5%



30%



tanker



pipeline

California's Crude Oil Supply in future

Where crude comes from

How crude gets here



Alaska



overseas



Bakken/North Dakota



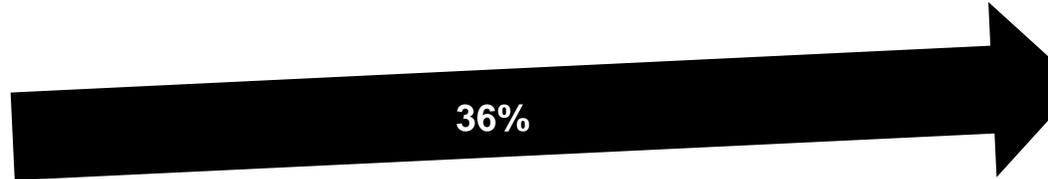
California - offshore



California - inland



7%



36%



25%



4%



28%



tanker



rail



pipeline

Typical crude oil “unit train”

- 75-100 DOT-111 tank cars
- 30,000 gal per car = 2.7M gallons per train

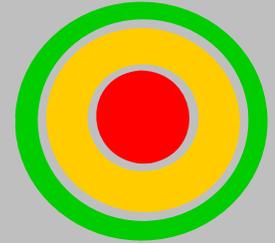


- Average accident size in 2013 = **20** tank cars





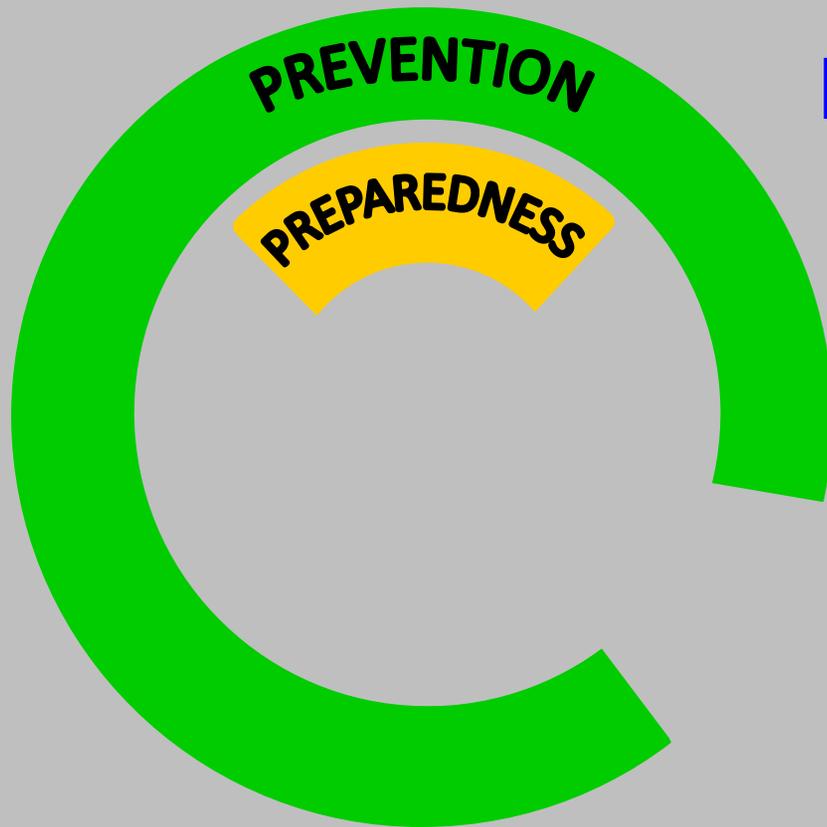
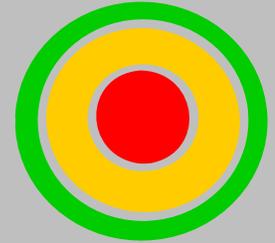
Oil-by-Rail



Prevention

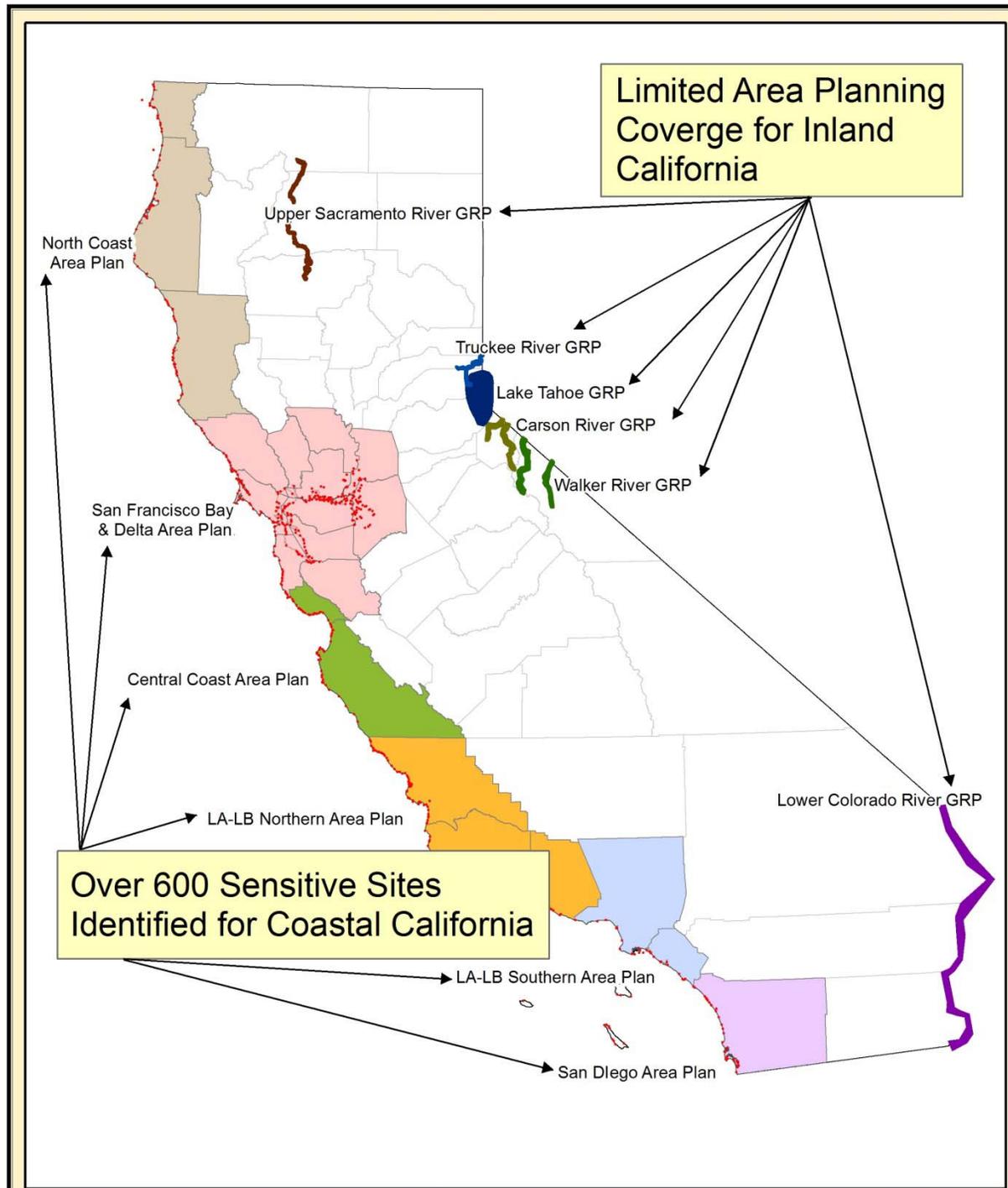
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Oil-by-Rail

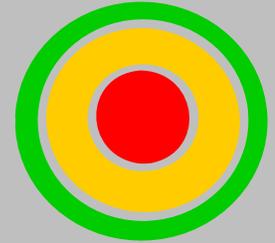


Preparedness

- Contingency Plans
- Area Planning
- Minimum Response Requirements
- Drills/Testing
- Contractor Rating
- Wildlife Plan
- Financial Responsibility



Oil-by-Rail



Response*

- Qualified Emergency Responders
- Unified Command
- Response Funding
- Restoration

* OSPR responses constrained by funding

Oil-by-Rail

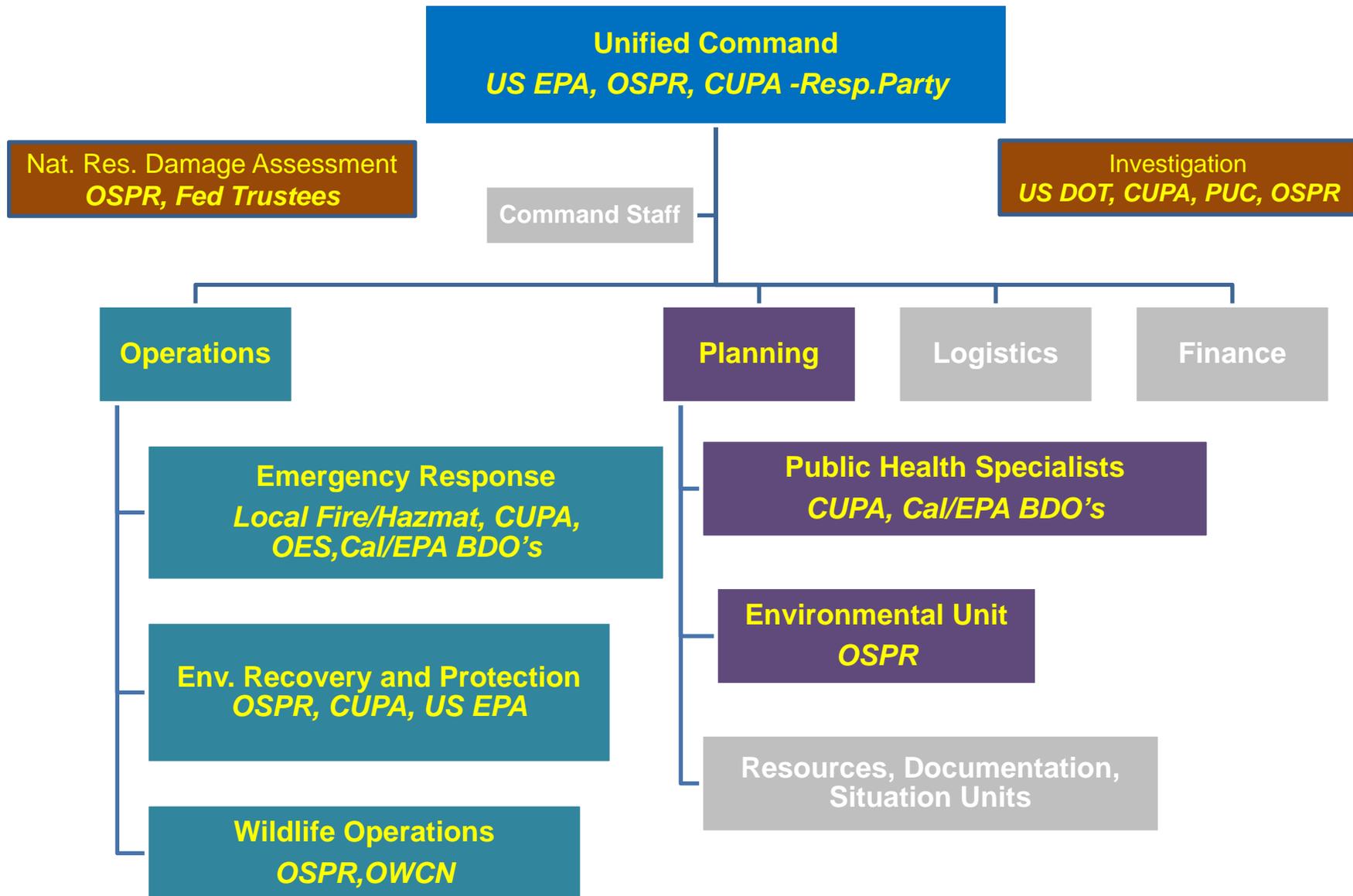


Summary

- Prevention**: largely covered by FRA/PUC
- Preparedness**: regulatory gaps (voluntary by RRs)
- Response**: no dedicated State resources; OSPR responds when funding is available

Wrap-Up

Incident Command Structure



Questions?