Supporting Federal and State On-scene Coordinators Alaska RRT	**Alaska Regional Response Team meeting** **September 14, 2023** **Anchorage, AK: Gorsuch Commons, University of Alaska Anchorage** 3700 Sharon Gagnon Lane, Anchorage, AK 99508 **Join via** https://usepa.zoomgov.com/j/1608387914 Meeting ID: 160 838 7914 *Note: *FREE PARKING at nearby Willow Lot, off Elmore Road*
AGENDA	**9:00 AM – 4:00 PM**

MODULE 1. ARRT BUSINESS (9:00-11:30)

Time	Topic	Speaker	Notes
8:30 A.M.	**In-person Option: Conference Room open**		
ARRT Coordinators will facilitate ARRT member and FOSC/SOSC roll call in advance of Tri-Chair Review. *All attendees (in person and virtual) please sign-in online* *Public Comment: Please sign up for in Zoom Chat box.*			
9:00	**Introductions &** **Review Actions Since Last Meeting**	Tri-Chairs: • Beth Sheldrake (EPA), • Brian McLaughlin (USCG), and • Tiffany Larson (ADEC)	
9:50	**ARRT Committees Reports** *(10 min each)*	• Wildlife Protection Committee • Cultural Resources Committee • Science and Technology Committee • Statewide Planning Committee • Regional Stakeholder Committee Task Force • Tribal Committee/Task Force	
10:40 BREAK (10 MINUTES)			
10:50	**Area Committee Reports**; Requests for Support (10 min each)	• Arctic & Western Alaska • Prince William Sound • Southeast Alaska • Alaska Inland	
11:30-1:00 LUNCH			
1:00	**Alaska Railroad Corporation** (30 minutes)	Matt Kelzenberg (AKRR)	
1:30	**East Palestine, Ohio Train Derailment Emergency Response** (30 minutes)	Mark Durno (Region 5 EPA FOSC)	
2:00-2:15 BREAK			

2:15	**Alternate Planning Criteria** (30 minutes)	Commander Matthew Richards (USCG)	
2:45	**Department of Transportation, Pipeline and Hazardous Materials Safety Administration (PHMSA)** (30 minutes)	Gabrielle St. Pierre (PHMSA)	
3:15 BREAK (10 min)			
MEETING CLOSE-OUT			
3:25	**Public Comment** *(3 minutes each)* *Please Sign Up via "Chat" in Zoom or with the QR code by end of lunch break (1:00)*		
3:40	**Review of parking lot issues & closing remarks**		
4:00	**Adjourn**		

Alaska Regional Response Team

September 14, 2023

Meeting Purpose and “Rules”

- This is a business meeting of the **ARRT**
  - Questions and discussions is for ARRT Members and OSCs

- Items discussed that are the responsibility or content of the Area Committees will be **referred to appropriate Area Committee** and not included in the meeting discussion, except for how the ARRT can provide support, if requested/needed

- While open to the public, it is not a public meeting
  - As time allows, questions may be taken from the public. Please type questions in the Chat box. Non-ARRT members are invited to sign up for Public Comment.

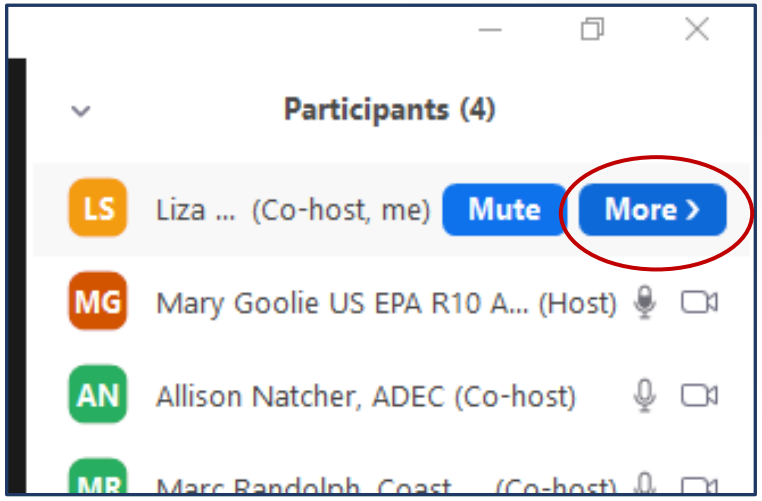
Meeting Sign-In

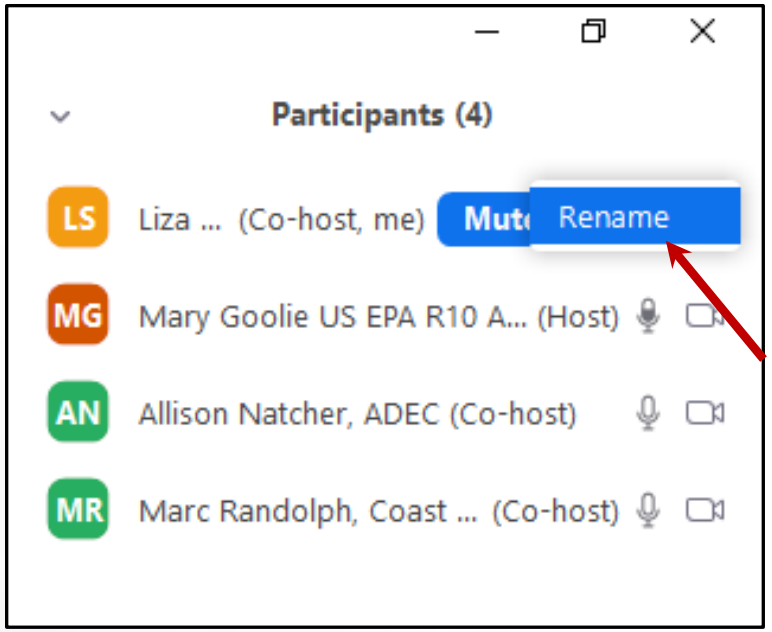
www.AlaskaRRT.org

Tips: Using Zoom

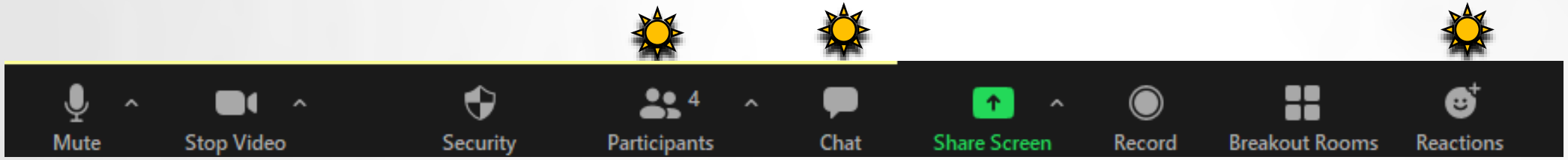
- Change your name to, **FULL NAME** and **AGENCY**

Please mute your mic & turn off video, except when speaking





ZOOM TIPS: **RAISE HAND AND CHAT**



ARRT Members & Representatives, Raise your hand to speak or enter question/ comment in chat.

Chat

Find “Raise Hand” Under Reactions

Please use “Everyone” Chat when asking or responding to questions or making general comments requests during this meeting.

MORNING AGENDA

9:00 INTRODUCTIONS AND REVIEW ACTIONS SINCE LAST MEETING

9:50 ARRT COMMITTEE REPORTS (10 Minutes Each)

10:40-10:50 BREAK

10:50 AREA COMMITTEE REPORTS (10 Minutes Each)

11:30 LUNCH (Until 1:00)

INTRODUCTIONS & REPORT FROM TRI-CHAIRS

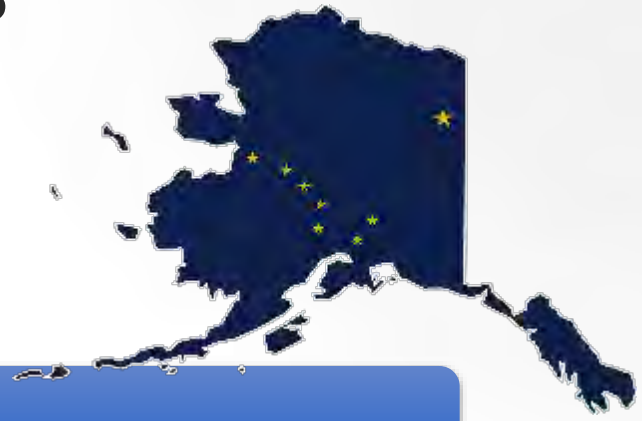
Alaska Regional Response Team

MEMBER ROLL CALL

ARRT Coordinators will facilitate ARRT member and FOSC/SOSC roll call.

For other attendees and members of the public, and attendee list will be based on Participant Names

New Members, OSCs, Area Planners



- CAPT Brian McLaughlin, Tri-Chair USCG
- CAPT Christopher Culpepper, Sector Anchorage FOSC USCG
- CDR Sarah Rousseau, MSU Valdez FOSC USCG
- LCDR JoEllen Arons, AWA-AC Secretary USCG
- LT Lindsay Wheeler, SEAK-AC Secretary USCG
- Melinda Brunner, Alternate Tri-Chair ADEC

Since Last Meeting (March 8, 2023)

Alaska Regional Response Team

- Tribal Engagement Task Force Commissioned
- ARRT Activation Drill – Bering Strait Dispersant Application (May 23)

Other Goings On

- USCG Bering Strait (June 7) and CANUSDIX Exercises (June 21-22)
- National Contingency Plan, Subpart J final rule (June 12, effective Dec 11)
  - NCP Product Schedule testing and listing requirements
  - Authorization of use procedures
- WOTUS
  - Sackett vs EPA Supreme Court decision (May 25)
  - Revised WOTUS rule (August 29)

ARRT Staffing Changes

- USCG
  - Mark Everett (ARRT Tri-Chair) retired, replacement in process
  - CAPT Brian McLaughlin Acting Tri-Chair
- ADEC
  - Graham Wood (ARRT Alt Tri-Chair) moved to Alaska DNR
  - Melinda Brunner New Alt ARRT Tri-Chair
  - Allison Natcher (ARRT Coordinator) moved to Alaska Department of Health
- EPA
  - Stephanie Wenning (ARRT Alt Tri-Chair) temporary EPA assignment
  - Lori Muller Acting Alt ARRT Tri-Chair

ALASKA REGIONAL RESPONSE TEAM COMMITTEES

Alaska Regional Response Team

CULTURAL RESOURCES COMMITTEE
WILDLIFE PROTECTION COMMITTEE
PRIBILOF ISLANDS WORKING GROUP

Cultural Resources Committee (CRC)

Alaska Implementation Guidelines

New Title: "Alaska Historic Properties Implementation Guidelines for Federal On-Scene Coordinators"

- Revision process paused for the summer - DOI and SHPO working on Typhoon Merbok recovery
- Initial work will be by subcommittees to address specific topics
- Next meeting to be scheduled in late 2023

cultural site, Stebbins, Alaska

Wildlife Protection Committee (WPC)

Wildlife Protection Guidelines for Oil Spill Response in Alaska (WPG)

- Core WPC agencies reviewed and provided administrative updates
- Updates were completed and are under review by the full WPC
- Target completion, fall 2023

Wildlife Job Aid

ARRT Wildlife Protection Webpage
https://www.alaskarrt.org/Home/Documents/50

Next meeting – TBD

Chinitna Bay, Lake Clark National Park

Pribilof Island Working Group

Pribilof Islands Wildlife Protection Guidelines (PI WPG) revision

- Working Group of agencies, organizations, and stakeholders drafted new content and updated facilities and contact information
- Comments from Working Group, EPA, USCG, and the public were addressed and revisions completed – April 2023
- Final formatting and 508 compliance completed – June 2023
- WPC is considering a Pribilof Island wildlife-focused drill in 2024 to practice using the new PI WPG

Questions?

Contact us:

DOI: lisa_fox@ios.doi.gov, grace_cochon@ios.doi.gov

SHPO: judy.bittner@alaska.gov

NMFS: sadie.wright@noaa.gov

FWS: angela_matz@fws.gov

ADFG: jeanette.alas@alaska.gov

ADEC: mike.donnellan@alaska.gov

black sand beach, eastern Kenai Peninsula

SCIENTIFIC AND TECHNICAL COMMITTEE

Dispersant Use in the Arctic

June 2023 USCG Bering Strait Exercise included dispersant use decision

Does the ARRT have the most recent information on dispersant use and effects in cold waters?

➢ Searched for new (post-DWH) research or summaries on dispersant use, efficacy, toxicity, and other topics, especially in cold or icy waters

Bearded seal on iceberg. Liz Labunski, USFWS

Dispersant Use in the Arctic

Most recent Arctic info from Coastal Response Research Center, University of New Hampshire: State-of-the-Science for Dispersant Use in Arctic Waters

- Efficacy and Effectiveness
- Physical Transport and Chemical Behavior
- Degradation and Fate
- Eco-toxicity and Sublethal Impacts
- Public Health and Food Safety

Knowns and uncertainties presented by Kinner et al. at 2018's Alaska Oil Spill Technology Symposium

Salmon fry, USFWS

Post- DWH Syntheses

Gulf of Mexico Sea Grant Programs (2021):

- Dispersant Impacts Synthesis
- Aquatic Animal Responses to Oil and Dispersants

National Academies Consensus Study Report (2020): The Use of Dispersants in Marine Oil Spill Response

Killer whale pod, Prince William Sound. Hosking, USFWS

Contact Us:

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Latier.Andrea@epa.gov
Andrew.B.Sinclair@uscg.gov
Angela_Matz@fws.gov

STATEWIDE PLANNING COMMITTEE

Statewide Planning Committee members

ARRT Coordinators

- **EPA:** Mary Goolie
- **USCG D17:** Angella Gebert
- **ADEC:** Kathy Shea

USCG Area Secretaries and ADEC/EPA Area Planners

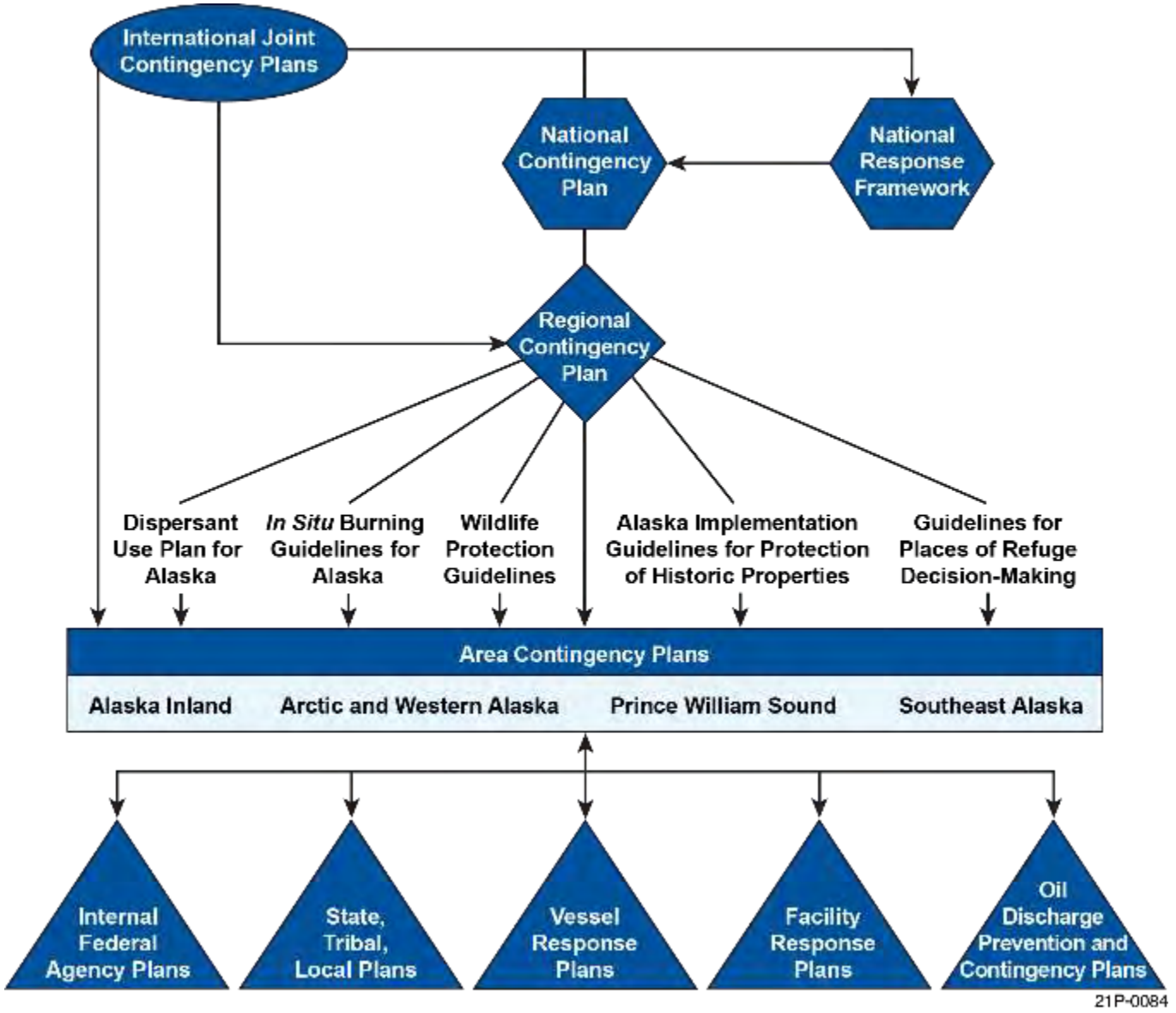
- **USCG PWS:** LT Shelby Frasca
- **USCG SEAK:** Kathy Hamblett, Lindsay Wheeler & Matthew Naylor
- **USCG AWA:** LCDR JoEllen Arons
- **ADEC:** Victoria Colles
- **EPA:** Mary Goolie

Statewide Planning Committee Activity

- Monthly SPC Meetings
- Upcoming ACP Reviews: AK Inland ACP & RCP
- Outreach: bimonthly announcement email & quarterly newsletter
- Recommending & and coordinating ADEC and ARRT Website Updates

Overall: Interagency coordination of planning efforts

Plan Relationships



Regional Contingency Plan

- Planner Centric
- Region-wide policy issues
- Updates: ARRT

Area Contingency Plan

- Responder Centric
- Area resources and procedures
- Updates: Area Committee

REGIONAL STAKEHOLDER COMMITTEE TASK FORCE

RSC Task Force

Task Force Initiated by ARRT Tri-Chairs 2/17/2022,

Task Force Members

- Environmental Protection Agency
- United States Coast Guard
- Alaska Department Environmental Conservation
- Native Village of Eyak
- Aleutian Pribilof Islands Association
- Prince William Sound Regional Citizens Advisory Council (RCAC)
- Cook Inlet RCAC
- Alaska Clean Seas
- Crowley Marine
- Alyeska Pipeline Service Co.
- Hilcorp Alaska LLC

Task Force Meeting History

- 9/5/2023
- 7/25/2023
- 6/14/2023
- 4/28/2023
- 2/21/2023
- 1/24/2023
- 12/20/2022
- 11/30/2022
- 11/15/2022
- 9/27/2022
- 8/2/2022

RSC Task Force

Deliverables (under development)

- Liaison Officer Job Aid
- Regional Stakeholder Committee (RSC) Member Job Aid
- Updated Definitions for RSC and Regional Citizens Advisory Council (RCAC)
- Updated RSC content/language for Area Contingency Plans and the Regional Contingency Plan

What’s Happening Now/ What’s Next

- Work on the RSC Member Job Aid
- Tri-Chair Review
- Public Review (Winter 2023-2024)

Liaison Officer Job Aid

Contents

Contact us:

Alaska Regional Response Team Coordinators

Mary Goolie – EPA
goolie.mary@epa.gov
Angella Gebert – USCG
angella.r.gebert1@uscg.mil
Kathy Shea– ADEC (interim)
Kathy.shea@alaska.gov

TRIBAL COMMITTEE TASK FORCE

Supporting Federal and State On-scene Coordinators

Alaska RRT

BREAK

Please Don’t Forget to SIGN IN

ALASKA REGIONAL RESPONSE TEAM AREA COMMITTEE REPORTS

Alaska Regional Response Team

ARCTIC AND WESTERN ALASKA AREA COMMITTEE

AREA COMMITTEE UPDATE

Notable initiatives within the Arctic and Western Alaska Area Committee:

Geographic Response Strategy Progress

- Tier 1 and 2 Field in conjunction with UAS Validations throughout Western Alaska Region

Next Area Committee Meeting: October 25th

AREA CONTINGENCY PLAN UPDATE

Area Contingency Plan – signed Jan 2023

- Intentional Wellhead Ignition added to ACP

Future ACP Updates

- In-Situ Burn – integrate pre-assessed areas
- Section 8000 Marine Firefighting and Salvage – continue quarterly workgroup meeting with Region Stakeholders

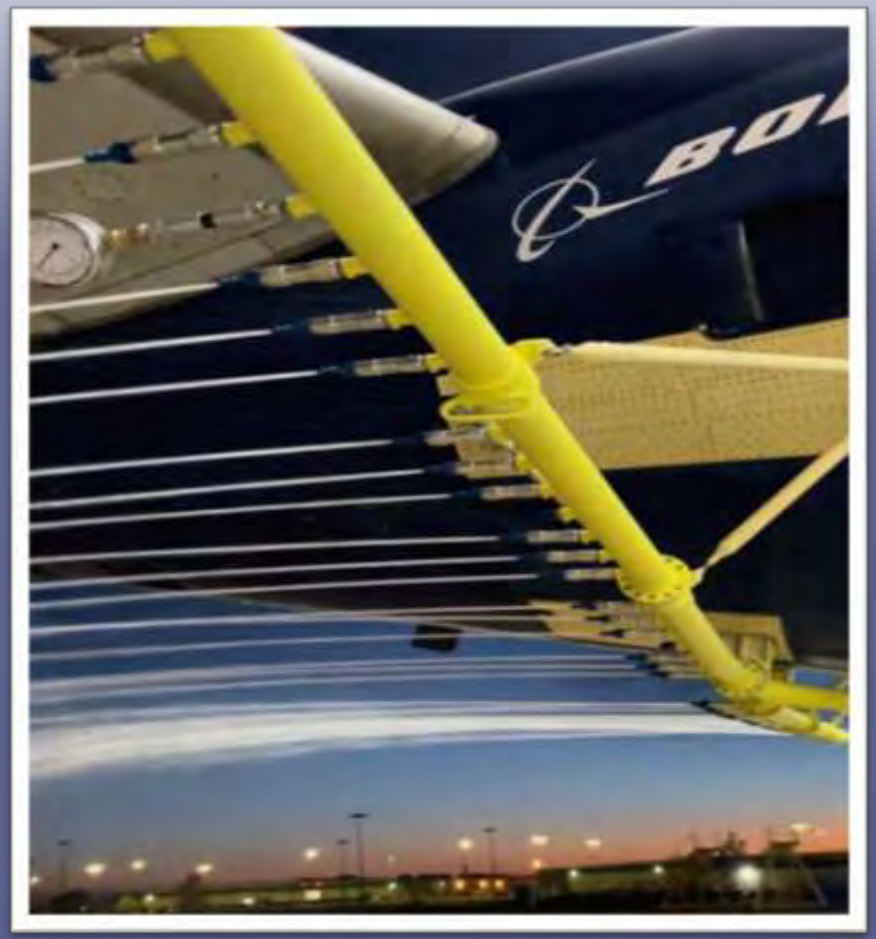
No Public Comment slated for 2023

BERING STRAITS EXERCISE – JUNE 2023

- AWA participation in D17 FSE
  - Stood-up a USCG Incident Management Team at Sector ANC
  - Organized field deployment with an NRC dispersant plane
  - Integrated State and Federal partners as field observers and players

SPECIAL ANNOUNCEMENTS

- Further development of UAS policy and program expansion
- Expansion of Arctic Deployment Operations
- Updated RUS/US and CAN/US JCPs



AREA COMMITTEE REQUEST FOR ARRT SUPPORT

- Support for tribal engagement in conjunction with the risk assessment methodology
- Guidance to implement UAS protocols and statewide policy
- Backing for continued improvement of GRS/GIS data management

AREA COMMITTEE CONTACTS

ADEC Area Planning website:

http://alaska.gov/go/7EKN

Contact us:

Kathy Shea kathy.shea@alaska.gov

LCDR JoEllen Arons
Joellen.m.arons@uscg.mil

PRINCE WILLIAM SOUND AREA COMMITTEE BRIEF

PWS AREA COMMITTEE UPDATE

- Notable initiatives within the PWS Area Committee:
- FOSC: CDR Sarah Rousseau, June 20th
- Last Steering Committee Meeting, July 18th
- Area Committee meeting April (Cordova)
- Alyeska Wildlife Deployment April (Cordova)
- Area Committee Meeting Oct 5th (Valdez)

Cordova, AK pc City of Cordova website

AREA COINTINGENCY PLAN UPDATE

- Current Version (2020.1) signed 1/9/2023
- Plan updates:
  - Public comment 2024
  - Continue to streamline formatting. Incorporate applicable changes made in AWA and Inland ACPs
  - Use reference and tools boxes directing readers to updated information
- Future considerations:
  - GRS digitalization

CASE SUMMARY/ENFORCEMENT

F/V LEGACY, Valdez Harbor spill

F/V DESIRE, by Esther Island

P/C Slow Belle, VSBH raised the vessel and removed from the water

USCG and ADEC responded to VPT dock due to report from VPT of unknown sheen, precautionary measures were taken by stopping loading barge

SPECIAL ANNOUNCEMENTS

Shippers Drill completed, May 16-18 2023 (Valdez/Anchorage)

Upcoming:

PWS SCAT and VMT IMT Exercise: Oct 3-4th (Valdez)

AlaskEX Valdez May 2024

Petro Star Valdez Response training September 2023

PWS AREA COMMITTEE NEEDS FOR ARRT SUPPORT

None at this time

AREA COMMITTEE CONTACTS

PWS Area Planning website:

Prince William Sound Area (alaska.gov)

Contact us:

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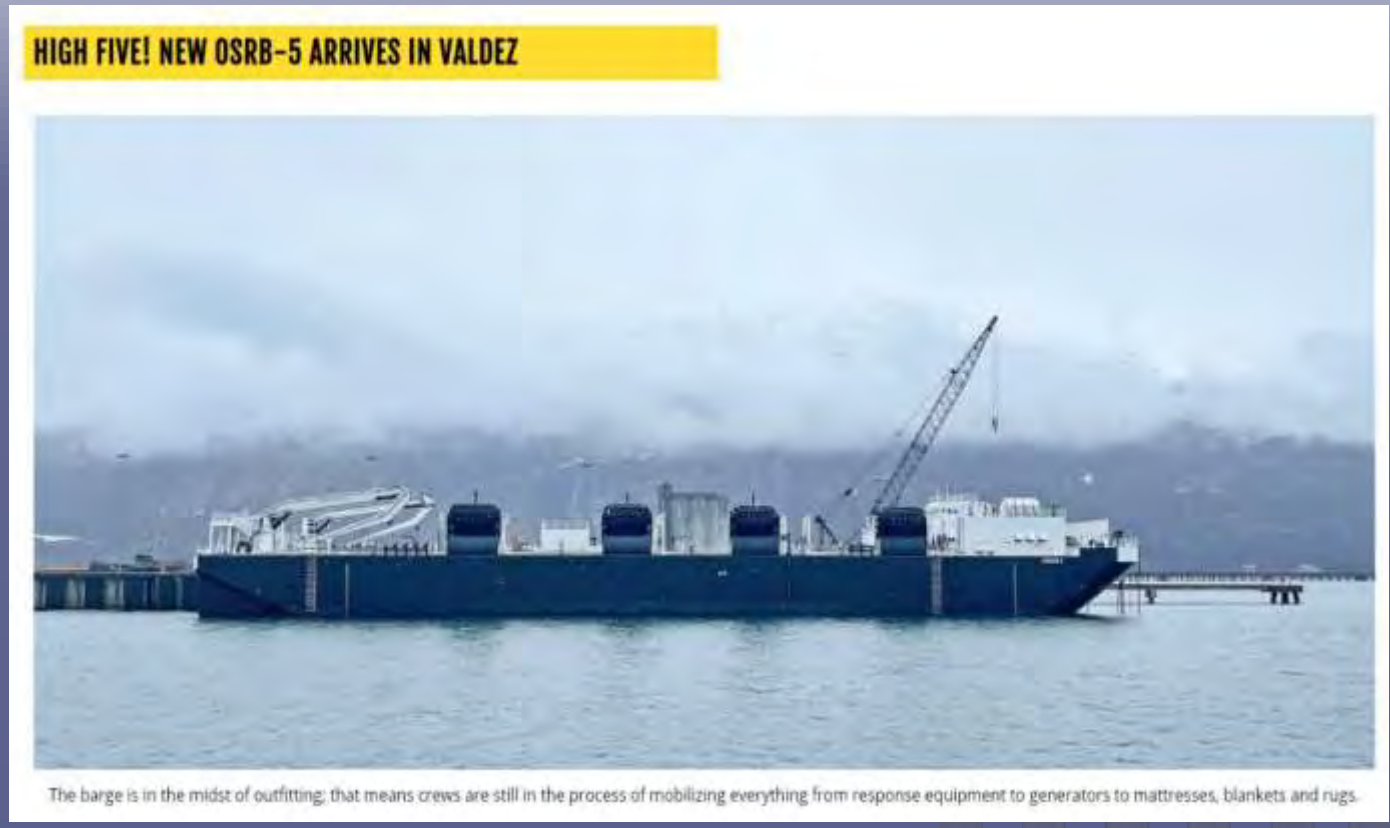
Anna.Carey@alaska.gov

Shelby.e.Frasca@uscg.mil

Victoria.colles@Alaska.gov



SOUTHEAST ALASKA AREA COMMITTEE

AREA COMMITTEE UPDATE

Notable initiatives within the SEAK Area Committee:

Recent Actions:

- Ketchikan PREP Full Scale Exercise/GRS Validation – April 2023
- CANUSDIX – June 2023

Initiatives:

- Tactics Exercise/GRS Validation – April 2024

Working Groups:

- Common Operational Picture Sharing w/ Canadian Coast Guard for CANUSDIX incidents

CASE SUMMARY MENDENHALL RIVER FLOODING

5-6 August 2023: glacial dam burst in Mendenhall Lake, causing rapid record-breaking water level rise of Mendenhall River

Several structures collapsed and sent debris downriver into the nearby wetlands and surrounding ocean bays

Some debris included home heating oil tanks, gasoline canisters, propane tanks, etc.

Light sheening observed & accompanied by strong petroleum odor in Mendenhall River, Fritz Cove, Auke Bay, and Lynn Canal

CASE SUMMARY MENDENHALL RIVER FLOODING

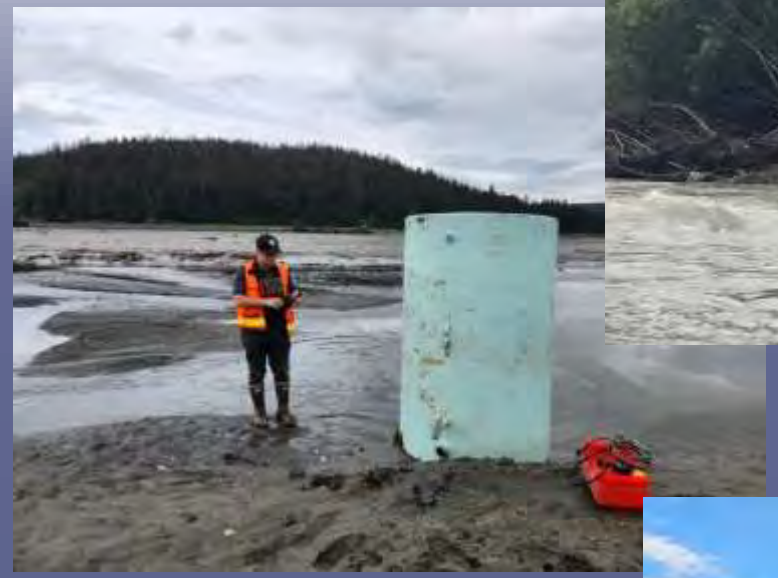
USCG & ADEC responders walked local beaches, river banks, and wetlands for several days during and after flooding event to identify and follow up on reports of sheening/odors/pollution sources

USCG launched helicopter and patrol boat to search debris in surrounding area for oil tanks and sheening

ADEC deployed sorbent boom and sweep at mouth of Duck Creek leading into Mendenhall River and responded to several spills to private properties impacted by HHOT releases

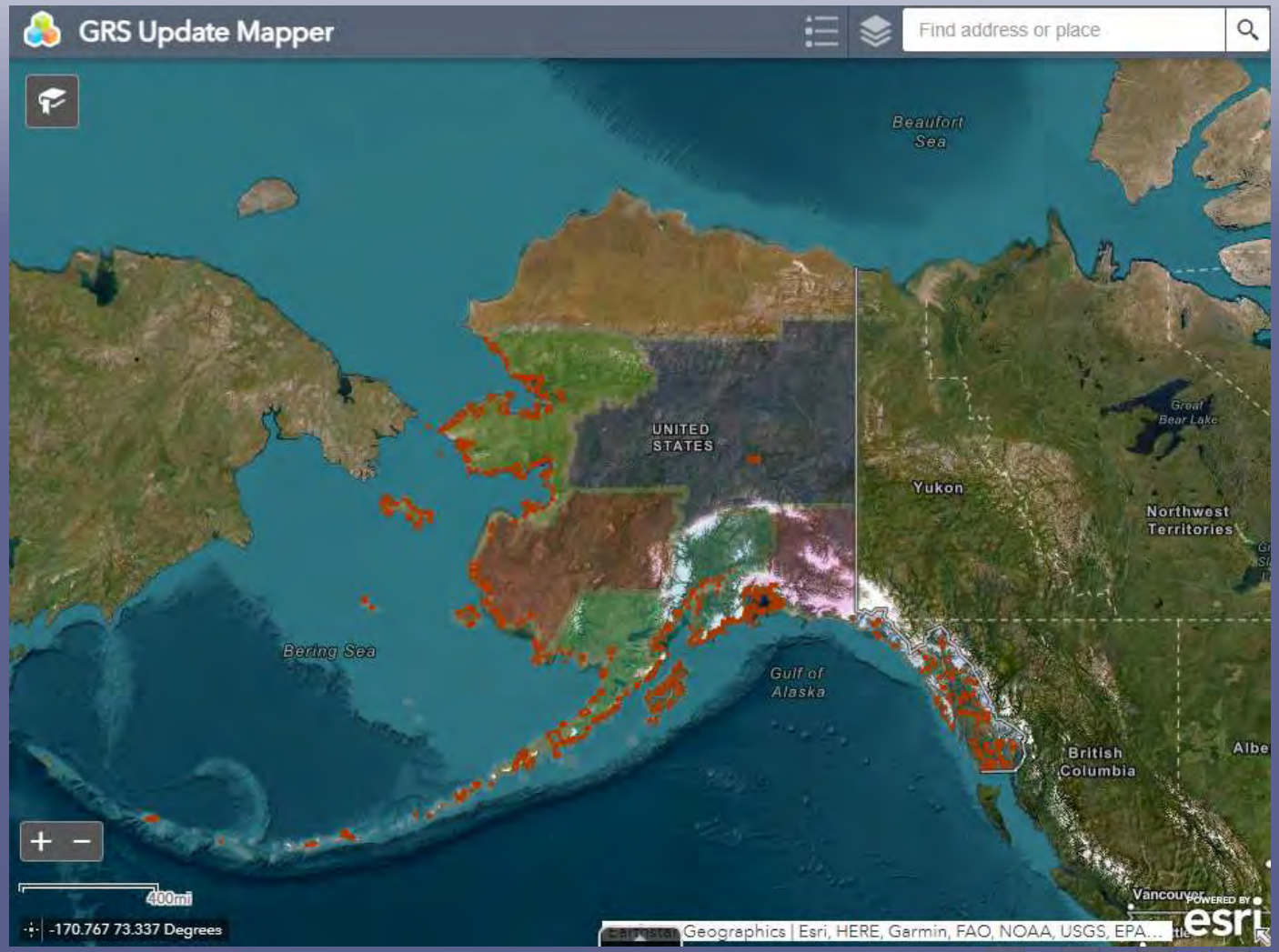
USCG opened Oil Spill Liability Trust Fund for local contractor to dispose of located oil tanks/barrels

Less than 100 gal oil products recovered; most oil tanks were empty or nearly empty upon discovery



AREA COMMITTEE NEEDS FOR ARRT SUPPORT

Continued support for exploration of GRS documents to GIS format and improvement of technology to conduct validations with modeling software



AREA COMMITTEE CONTACTS

ADEC Area Planning website:

http://alaska.gov/go/7EKN

August 2023: Aground 40-ft F/V MARCO, Gastineau Channel (Juneau), AK

ALASKA INLAND AREA COMMITTEE

Alaska Inland Area Committee update

Last Meeting March 6, 2023

Working Groups Sponsored by AK Inland Area Committee

- **In Situ Burning: Task Completed.** ISB Decision-Making Checklist posted on ADEC website. Checklist will be incorporated into 2023 ACP
- **Hazardous Substance Response**: Task Update ACP Chapter 7000 & HazSub Job Aid. *On Hold*
- **Response Logistics:** Task Update Chapter 5000 Logistics & Logistics Job Aid. *On Hold*

Area contingency plan update Version 2020.1 approved March 2021

Public Review Period planned for January 2024

2023 Tasks: Annual Review Kick off at March 6 Area Committee/ Admin Subcommittee meeting

Focus of Modifications:

- Incorporate applicable changes made in AWA and PWS ACPs
- Incorporate potential products of HazSub, Logistics & ISB Working Groups
- Review & Revise Job Aids for Health & Safety, Radiation, Waste Management & Disposal

Contact Mary Goolie with proposed plan modifications or to be on the AK Inland Admin Subcommittee

Case Summary #1
Spring Flooding Response

- May-June 2023 – Circle, Russian Mission, Crooked Creek Responses
- Response Actions Summary:
  - Inventoried impacted fuel tanks
  - Established community collection sites for impacted fuel and hazardous materials.
  - Circle AK: hired contractor to remove fuel from impacted fuel tanks and drums, filter it, and return the filtered fuel back to the community.
  - Continue to work with the community to address their concerns.

Case Summary #2 University Lake (Anchorage, AK) Diesel Fuel Discharge

- June 21 - July 11, 2023
- Unified Command: EPA, ADEC, ANTHC/ANMC
- Supporting Agencies: USFWS, USDA/APHIS, ADFG, Municipality of Anchorage

Special Announcements:

- ADEC and EPA Coordinated with USCG MSTF on inspections in Nome & Bethel regions (July & August 2023)
- Proposing Capacity Building Outreach and Training- Coordinated by EPA, ADEC
- Removals planned at Matanuska Townsite, Shungnak School, potential removals at ANCSA sites
- Upcoming exercises
  - Savant Badami MAD Drill, September 19-20
  - Alaska Railroad, October 13
  - Conoco Phillips Alpine October 11 & 25
  - Harvest Alaska, Pt. Thompson Unit, IMT, November 2
  - Alyeska TAPS Gunn Creek November 7

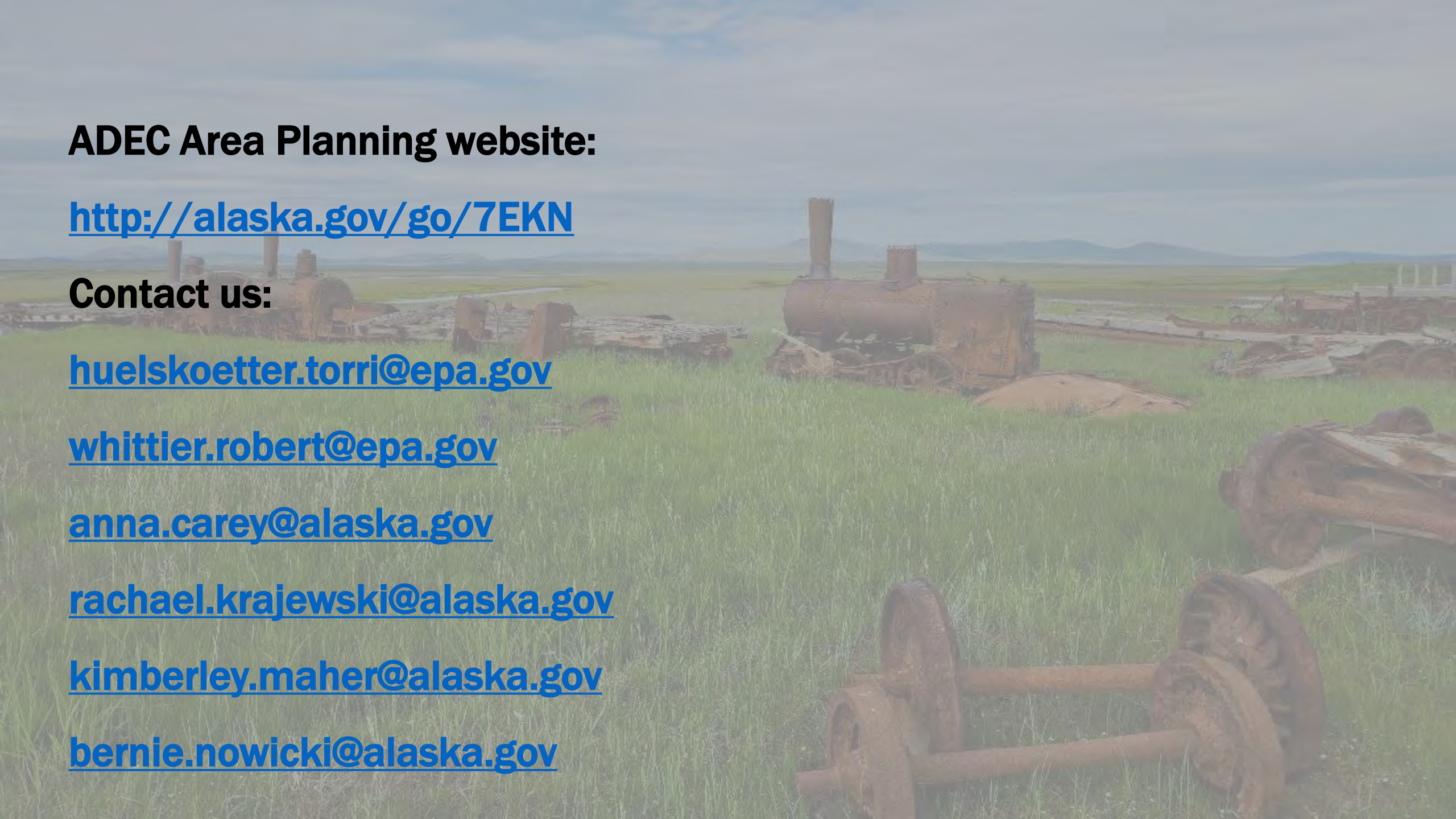
Needs Requiring ARRT Support

Support/ideas/resources for Village Compliance Assessment.

- Tank Farm Facilities
- Response equipment
- Trained personnel (i.e. HAZWOPER training)

School District Outreach

Continue the conversation on logistical support from ARRT member agencies – follow-up on ARRT Tabletop Exercise 9/21/2022



ADEC Area Planning website:

http://alaska.gov/go/7EKN

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Supporting Federal and State On-scene Coordinators

Alaska RRT

LUNCH

Please
SIGN IN

Meeting will restart at 1:00 PM (Alaska time)

- If you want to offer a public comment, sign up in “Chat” or the sign up sheet located in the room
- Must sign up by the end of this lunch break.

WELCOME BACK

Meeting Sign-In

www.AlaskaRRT.org

AFTERNOON AGENDA

1:00 ALASKA RAILROAD CORPORATION (30 Minutes)

1:30 EAST PALESTINE, OHIO TRAIN DETALMENT EMERGENCY RESPONSE (30 Minutes)

2:00-2:15 BREAK

2:15 ALTERNATE PLANNING CRITERIA (30 Minutes)

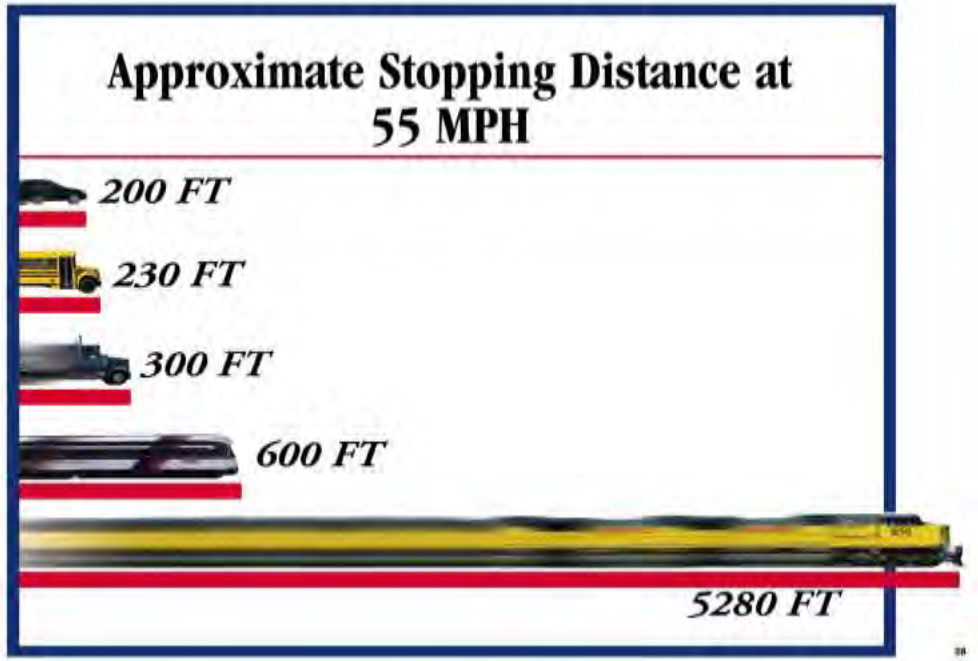
2:45 DEPARTMENT OF TRANSPORTATION, PIPELINE AND HAZARDOUS MATERIALS SAFETY ADMINISTRATION (PHMSA) (30 Minutes)

ALASKA RAILROAD CORPORATION

Alaska Railroad Corporation

Oil Discharge Prevention and
Contingency Plan

Safety Minute



Quick Facts

Organization (following State purchase)

- Independent corporation owned by State
- Managed by a seven-member board of directors appointed by Governor
- Mandated to be self-sustaining, responsible for financial and legal obligations

Operating Data

- 656 Total miles of track
- 912 Freight cars (owned & leased)
- 44 Passenger cars
- 51 Locomotives

2022 Operating Statistics

- 531,611 passengers
- 3.7 million tons of freight

Employees (January 2022)

- 571 full-time year-round employees
- ~70% members of 5 unions

Interstate Service

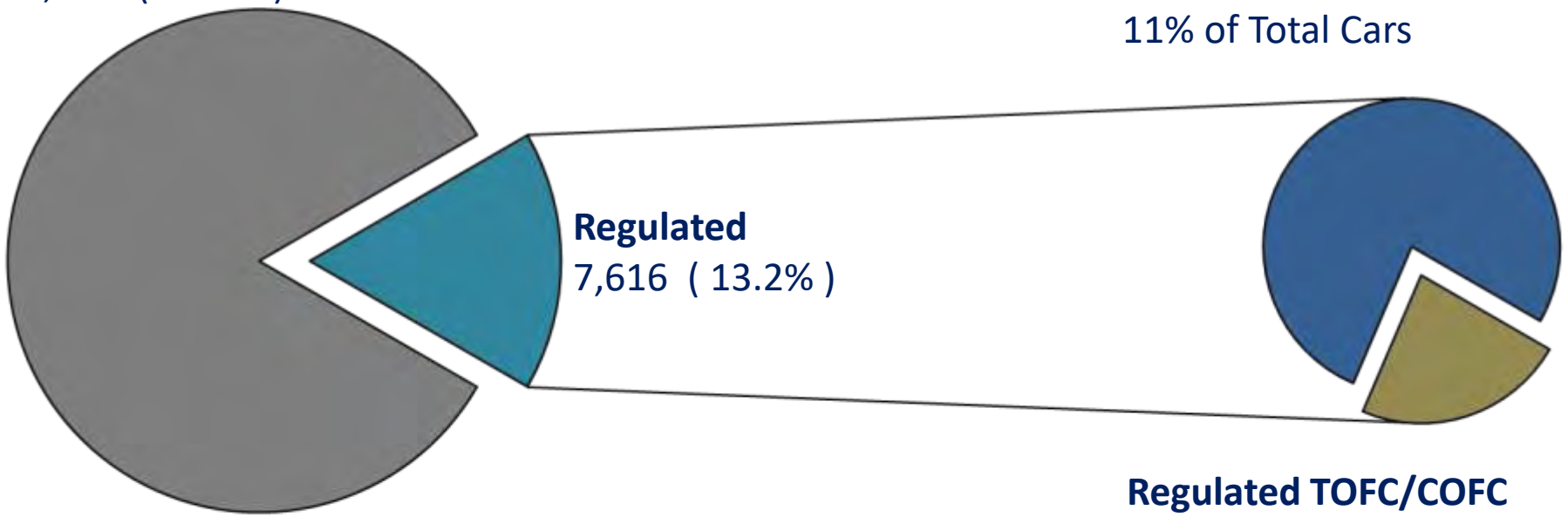
Lower 48 and Canada to Alaska

- Seattle or Prince Rupert to Whittier
- Railcar Tracking
- Safe, Reliable, Affordable Service
- Longest Rail-Haul in North America
  - Alaska Railroad from Seattle to Fairbanks - 1815 Miles
  - Interline service from Panama City, Florida to Fairbanks - 4842 Miles

Rail Cars Transporting Freight

In 2022 ARRC Handled 65,164 Total Rail Cars and TOFC/COFC Transporting Freight

Non-Regulated
57,548 (88.3%)

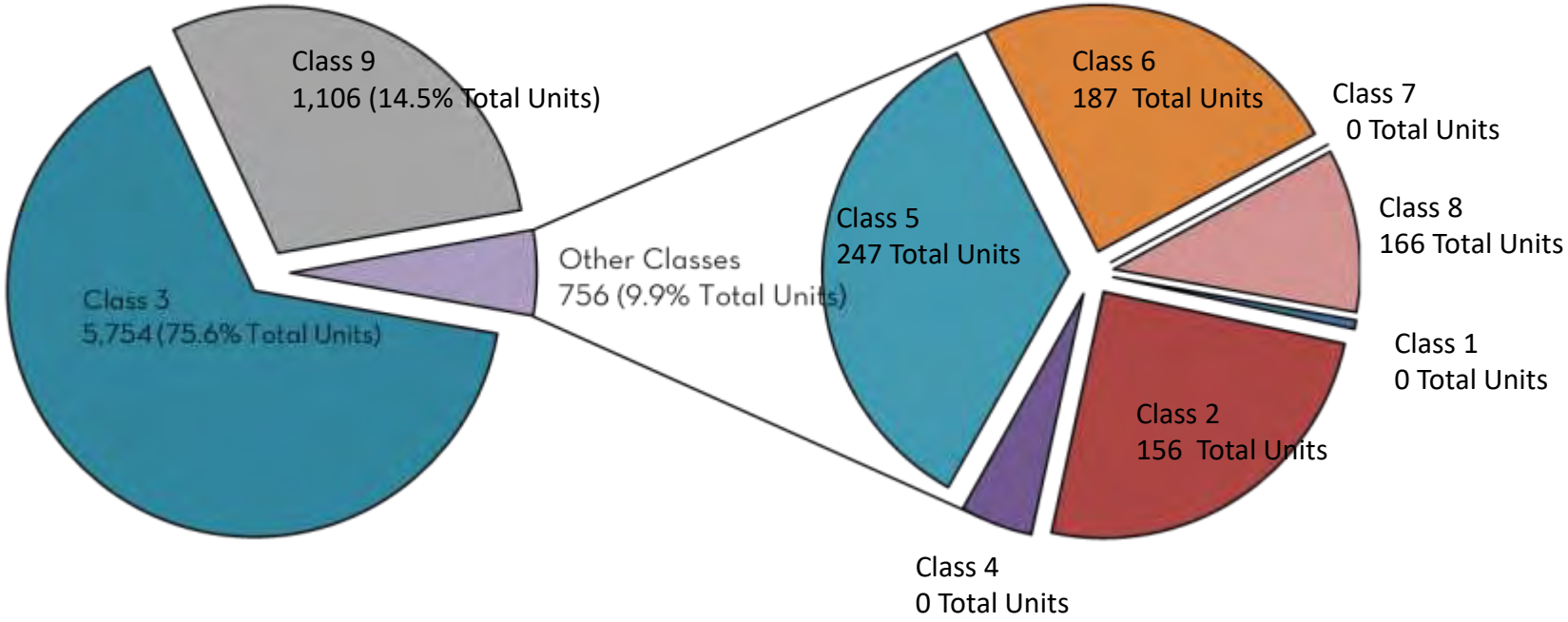


Regulated
7,616 (13.2%)

Regulated Rail Cars
6,335 (83.2%)
11% of Total Cars

Regulated TOFC/COFC
1,281 (16.8%)
2.2% of Total Cars

Rail Cars Transporting Hazardous Materials By Hazard Class (2022)



What ARRC Does NOT Haul...

- Crude Oil
- Ethanol
- Chlorine
- Anhydrous Ammonia
- PIH
- Vinyl Chloride

The Alaska Railroad

- Nearly 600 miles of track
- In 2022 ARRC moved 3,288,000 barrels of class 3 liquids

Over 138 million gallons

Regulatory Bodies

- US DOT
  - FRA
  - USCG
- ADEC
- US EPA
- Transport Canada
- Environment Canada

Environnement Canada Environment Canada

Why does the ARRC have a C-Plan?

The Alaska Railroad is committed to planning for safe, efficient, and effective responses to oil discharges. The C-Plan is the plan by which responses will be conducted by the ARRC. (or 18 ACC 75.400)

As of Feb. 28, 2019 FRA…

49 CFR 130.100 (a) Railroads must have current written comprehensive oil spill response plans (COSRPs) meeting the requirements of this subpart for any route or route segments to transport either of the following:
(1) Any liquid petroleum oil or other non-petroleum oil subject to this part in a quantity greater than 42,000 gal per package
(2) A single train carrying 20 or more loaded tank cars of liquid petroleum oil in a continuous block or a single train carrying 35 or more loaded tank cars of liquid petroleum oil throughout the train consist.
(i) Blah blah blah, don't count anything not at least combustible or tanks carrying residuals…..

130.105 Purpose and general format…..State plans can count as long as….. Contain minimum of federal plan and list of names of qualified individuals and certify the railroad has the means to respond or contracts to respond. (RAC)

130.110 Consistency with the National Contingency Plan Including 1) ICS 2) Contact NRC and 3) Safety at the site

130.115 Consistency with Area Contingency Plans

130.120 Information Summary

130.125 Notification Procedures and Contacts

130.130 Response and Mitigation Activities Including resources in 12 hours and Oil Spill Response Organization (OSRO)

130.135 Training Including requirements that training on the plan occur every five years.

FRA…

130.140 Equipment testing and exercise procedures Including describing an exercise program for COSRPs following the National Preparedness for Response Exercise Program (PREP) Guidelines (check the USGC web page)

130.145 Plan review, update, and recordkeeping procedures

130.150 Approval and submission procedures

130.155 Implementation of comprehensive oil spill response plans

Also **174.312 HHFT information sharing notification for emergency response planning**

Prior to operating an HHFT must provide the information described in paragraphs (b) and (c) to each State Emergency Response Commission (SERC)…..

Weekly, route, description of material, point of contact, update for greater than 25% change via electronic or hardcopy.

What is covered by the C-Plan?

1. A railroad tank car on a rail barge and is attached to an ARRC locomotive; or
2. A railroad tank car that is not on a rail barge or the property of a non-ARRC facility (in ARRC yards and on sidings; or
3. The Spill is from an ARRC locomotive; or
4. A railroad tank car is on the property of a non-ARRC facility or on a private track (as defined in 49 CFR 171.8) and the tank car has not been received by the receiving non-ARRC facility.

What is a Response Planning Standard? (Section 5)

- The Response Planning Standard (RPS) for the Alaska Railroad Corporation (ARRC) for purposes of preparing an Oil Discharge Prevention & Contingency Plan is established in Alaska Statute, Section 46.04.055 (c)(2) which establishes the RPS for railroad tank cars as follows:

- (A) Containment and control of 15 percent of the maximum oil capacity of a train on the railroad within 48 hours: and

- (B) Cleanup of the discharge within the shortest possible time consistent with minimizing damage to the environment.

ARRC RPS Determination

ARRC Response Planning Standard Volume Determination

Non-persistent (Fuels):

Maximum train for non-persistent product is **one hundred twenty five (125) cars**

Tank car (23,000 gallons = 550 bbls)
Total load = 2,875,000 gallons or 68,452 bbls
(rounded to 68,500 bbls)

RPS: 15 % of Total load = 431,250 gallons or 10,267 bbls
(rounded to 10,300 bbls)

ARRC RPS Determination

ARRC Response Planning Standard Volume Determination

Persistent: (Tars):

Maximum train for persistent product is **six (6) cars**

Tank car (23,000 gallons = 550 bbls)
Total load = 138,000 gallons or 3286 bbls
(rounded to 3300 bbls)
RPS: 15% of Total load = 20,700 gallons or 493 bbls
(rounded to 495 bbls)

How is the ARRC C-Plan organized?

- The ARRC C-Plan is separated into five main categories and supporting information in the appendices.
  - Section 1: Response Action Plan
  - Section 2: Prevention Plan
  - Section 3: Supplemental Information
  - Section 4: Best Available Technology
  - Section 5: Response Planning Standard
  - Appendices

1.0 Response Action Plan

- Section 1 of the ARRC Plan details the ARRC program for emergency response
- Actions to be taken in the event of a spill
- 8 subsections detail aspects of the program

Section 1 Includes:

- 1.1 Emergency Action Checklist
- 1.2 Reporting and Notification
- 1.3 Safety
- 1.4 Communications
- 1.5 Response and Deployment Strategies
- 1.6 Response Scenarios
- 1.7 Non-Mechanical Response Options
- 1.8 Facility Description

Safety issues

- Incident Safety Objectives
- Responsibility for safety during and incident
- Right of way activities
- Potential safety issues
- Safety of personnel
- Safety of the public
- Contractor safety
- Local coordination
- Chemical hazards
- Physical hazards

Communications

- Federal Railroad Regulations
- Communications Equipment
- Communication Frequencies
- ARRC system Radio

Response and Deployment

- Initial response actions
- ARRC response resources
- Models for estimating transport times
- 1.6 details more strategies and scenarios

Section 2: Prevention Plan

- 2.1 Prevention Programs
- 2.2 Discharge History
- 2.3 Potential Discharge Analysis
- 2.4 Specific Conditions
- 2.5 Discharge Detection

Section 3: Supplemental Information

- 3.1 Facility Descriptions and Operations
- 3.2 Receiving Environment
- 3.3 Command System
- 3.4 Realistic Maximum Response Operating Limitations
- 3.5 Logistical Support
- 3.6 Response Equipment
- 3.7 Non-Mechanical Response Information
- 3.8 Primary RAC Info
- 3.9 Training
- 3.10 Protection of ESAs
- 3.11 Additional Information
- 3.12 Bibliography

Section 4: Best Available Technology

- Communications
- Source Control and Procedures
- Trajectory Analysis
- Wildlife Capture, Treatment, and Release
- Oil Discharge Detection
- Spills at Fueling or Filling Locations
- Track Mounted Tank Car Defect Detector Systems
- Avalanche Detection and Mitigation

Appendices

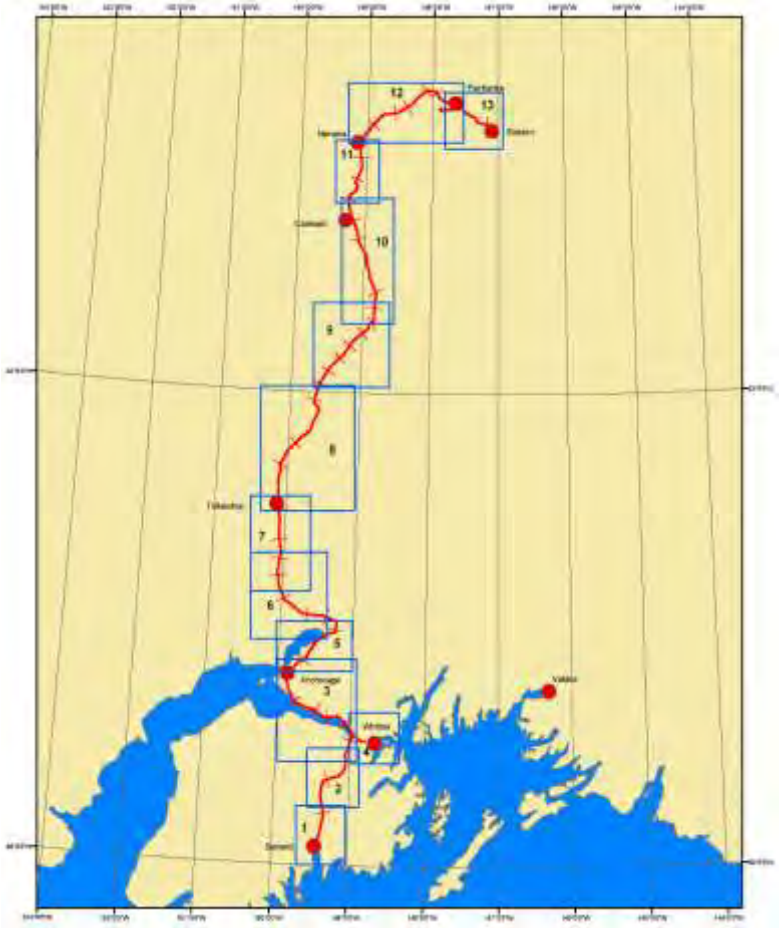
- Include:
  - Spill Report Form (201 Form)
  - Oil Spill Site Safety Plan
  - Geographic Spill Response Sections (and Maps)
  - Petroleum Cargo Characteristics
  - MESA Maps
  - Oil Spill Equipment Storage Map
  - Oil Spill Scenario Maps
  - ARRC Spill History
  - Response Options for Receiving Environments
  - Generic Response Strategies
  - List of Facilities and Section Houses
  - ARRC Incident Command System Org. Chart

Incident Objectives

1. Safety of Personnel
2. Assess
3. Stop the Flow
4. Contain
5. Notify
6. Activate Command Organization
7. Recovery Strategies
8. Restore Rail Operations
9. Interim and Permanent Disposal
10. Decontaminate
11. Document

Geographic Spill Response Sections

- The Alaska Railroad covers 500 miles of very diverse country.
- Section 1.6.13, Geographic Spill Response Sections and Receiving Environment Categories, catalogs these differences and the unique characteristics and risk factors to be considered in these areas when an incident occurs. (Appendix E)
- 13 GSRs



Geographic Spill Response Section 5: Anchorage to Knik River Bridge

Extent of Coverage	114.3 to 146.4
Greatest Oil Cargo Vol. per train	125 tanks cars @ 23,000 gals/per car 2,875,000 gallons or 68,452 bbls
Areas of Special Attention	Joint Base Elmendorf-Richardson (JBER) MP 117.15 to MP 131.65, 200' ROW Palmer Hay Flats State Game Refuge Approx. MP 145
Oil Terminals | Services	Andeavor Petroleum (formerly Flint Hills) loads and receives tank cars of oil at their terminal facility located in the Port of Anc., serviced by a spur line originating in the ARRC Anc. Terminal facility (switching yard)
Special Safety Concerns	This area passes through the Elmendorf Air Force Base (between MP 117 and MP 121). Those are controlled areas with armed guards, and access must be coordinated with the base security personnel. Live ordinance and live fire operations may take place on these facilities, and response must be coordinated with on base activities to avoid dangerous exposure to military operations. Call Municipality of Anchorage Emergency Dispatcher 9-911 and ask for Elmendorf 911 emergency dispatcher when calling the above number. Response on the Knik Arm Flats and Turnagain Arm may pose dangers due to extreme tide changes resulting in high tidal current velocities, as well as shallow water conditions sandy/muddy shoals, and tidal mud flats. Eagle, Eklutna and Knik Rivers can be extremely dangerous fast moving currents, and in water response needs to be planned with extreme caution Bears can be a hazard to persons on foot in this entire area anyplace away from the highway area. See Appendix C for Wildlife Safety Procedures.
Public Safety	This area passes near residential areas, and community notification and evacuation may be required. Public Safety Contacts: Alaska State Troopers, Anchorage Police Department
Access	The section has good side road access through public roads. Coordination will be required through the Military Liaison Officer for access to military reservations.
Assessment	From MP F-5 (Portage Lake) to Portage (MP 64.2), spills to water will run NE from Portage lake along the Portage Creek drainage and eventually into the saltwater of Turn again Arm. Spills to water will run into rivers (Eagle River, Eklutna River, Knik River) and creeks which all drain into the saltwater of Knik Arm.
Environmental	The primary receiving environment categories in this section are: • # 1: Swift Water (Eagle River, Eklutna River, Knik River) • # 2: Marsh/Wetlands • # 6: Tidal Saltwater-Mud Flats • # 7: Small Stream Crossings • # 8: Freshwater Lakes Primary wildlife resources are present in: • Knik Arm: salmon, smelt, seals, shorebirds • Eagle River, Eklutna River, Knik River: salmon, trout • General area: Moose, bear, bald eagle
Primary Containment Strategies in Addition to Direct Containment of the Tank Cars	In summer months: • For spills into river, deploy containment, diversion and collection booming • For spills into Knik Arm, containment boom may be deployed only with the direct approval of the Safety Officer. During freeze up months: • Construct snow berms with liner materials to contain and collect spilled product. During periods of broken ice floes no on-water response will be implemented. Containment and recovery systems may be deployed for periods when high tide waters may inundate the spill area. During winter conditions heavy equipment will be utilized for recovery operations. In the initial stages of the response, equipment will be used to dig trenches down gradient of the spill to allow placement of an appropriate skimmer for recovery of product to a portable tank(s). The portable tank(s) will be located to support transfer of product into a vacuum truck.

Receiving Environments

- The ARRC right of way has been broken down into 10 different categories of receiving environments. (Section 1.6.13)
- Appendix M, details each of the environments.
- Appendix N, has response strategies specific to each of the environments.

RE Section 1

- Swift Water
  - Sensitivity Ranking 4
  - Fast boom type response
  - Must consider wildlife and current conditions
  - During breakup can be very dangerous. Water currents and ice are seasonal safety consideration

RE Section 2

- Marsh/Wetlands
  - Sensitivity Ranking 8
  - Skimmers and sorbent for response
  - Wildlife sensitive
  - Ice and mud present risks to safety

RE Section 3

- Tidally influenced water impoundments
  - Sensitivity Ranking 2
  - Block culverts and use skimmers and sorbent for recovery
  - Seasonal Wildlife
  - Ice and mud present risks to safety

RE Section 4

- Beaver ponds
  - Sensitivity Ranking 8
  - Install underflow systems at the beaver dams and use skimmers and sorbent for recovery
  - Year round wildlife present
  - Ice and mud present risks to safety and PFDs should be considered

RE Section 5

- Upland right of way with no immediate path to water
  - Sensitivity Ranking 1
  - Sorbents and excavation will be used to recover product
  - Possible wildlife in all areas of the railroad right of way
  - Safety is standard working practices

RE Section 6

- Tidal saltwater/mudflats
  - Sensitivity Ranking 4
  - Recovery is extremely difficult due to tide, mud, currents, and weather along the inlets. On-water recovery is possible in limited situations
  - Seasonal Wildlife, marine mammals
  - Mud, ice and weather present risks to safety

RE Section 7

- Small Stream Crossings
  - Sensitivity Ranking 8-10
  - Locate locations downstream where collection, diversion, and exclusion berming are possible
  - Seasonal Wildlife and spawning salmon
  - Slip, trip and fall issues, ice, and currents are safety concerns

RE Section 8

- Freshwater Lakes
  - Sensitivity Ranking 8-10
  - Containment booming and skimming for recovery of product
  - Local populations of wildlife as well as seasonal Wildlife and spawning fish
  - Must have a water safety and rescue plan, and ice in winter present risks

RE Section 9

- Temperate Rainforest
  - Sensitivity Ranking 6
  - Runoff must be blocked, sorbent and excavation to remove product from soils
  - Seasonal Wildlife and populations of local
  - Ground can slough, uneven footing and seasonal ice risks

RE Section 10

- Tunnels
  - Sensitivity Ranking 1
  - Use confined space entry if needed, and reference the AK DOT ERP for Whittier Tunnel. Other tunnels may require pump systems and sorbent to recover product.
  - Little risk to wildlife
  - Ice , falling rocks and poor footing present safety risks

Category #2: Marsh/Wetlands

General Information: Wetlands areas are found adjacent to the rail line in every GSRS of the ARRC line. These areas are typically wet with standing water year round. They typically have water tolerant vegetation and are often connected to drainages into streams and rivers.

Safety Issues: While these areas typically appear benign, the potential for drowning in these areas is very real, as well as being stuck in the underlying mud and becoming unable to extract personnel. Personnel would wear PFDs, work in buddy teams and have visual supervision from a safe, upland site at all times. Inflatable rafts may be the best way to safely work in these areas.

Response Strategies: If oil reaches these waters, the primary response strategy will be to use skimmers and absorbent materials to recover oil. Flushing with water from hoses may be required to concentrate recoverable oil into areas free of vegetation where collection and skimming can be effective. These areas can be fragile, in that the impact of human and mechanical activity can last for a long time. Care should be taken to stag response resources in areas of low impact. Damage to the area should be evaluated before choosing response strategies and tactics.

Environmental Considerations: These areas are typically defined as "sensitive" due to the numerous wildlife that they support. Moose, migratory waterfowl, salmon and freshwater fish all utilize these environments. The Environmental Unit Leader should work with ADF&G to identify sensitive areas and develop plans to avoid negative impacts in these environments.

Seasonal issues: During winter months ice is present in many wetland areas, allowing recovery operations on the surface. If oil infiltrates under the ice, recovery from the wetlands may require developing under ice recovery programs using small skimmers in access holes.

Wildlife: These areas have high incidents of wildlife present from May until November. The Environmental Unit Leader will consult with resource agency personnel to decide if work can proceed in the areas. Moose, migratory waterfowl, eagles, salmon and freshwater fish all frequent these environments. Salmon spawning areas will be a high priority.

Category 2: Marsh / Wetlands

Objectives and Strategies

If oil reaches these waters, the primary response strategy will be to use skimmers and absorbent materials to recover oil. Flushing with water from hoses may be required to concentrate recoverable oil into areas of open water free of vegetation where collection and skimming can be effective. These areas can be fragile, in that the impact of human and mechanical activity can last for a long time. Care should be taken to stage response resources in areas of low impact. Damage to the area should be evaluated before choosing response strategies and tactics, in coordination with the Environmental Unit Leader.

The general strategy for responding to spills to marshes and wetlands is:

- Identify the perimeter of the spilled area in the marsh, deploy containment if possible.
- Based on above, identify feasible collection sites and access options to those sites (solid ground locations, small vessel platforms may also be possible as platforms to support recovery devices).
- Cold water flushing may be used to move oil to recovery sites within the containment.
- Choose appropriate equipment for establishing collection and recovery operations.
- Mobilize and deploy equipment to recover and store product from the site (s).

Deployment Considerations and Limitations

- Vegetation in these areas may act as "sponge" for spilled product, making skimming recovery difficult. Deployment of sorbents such as pom poms may be the only effective recovery option.
- Permits may be required prior to any temporary staging or fill in these areas.
- Recovery operations may require a permit from ADEC to decant free water back into the collection areas.
- Most of these sites will be accessed by the rail line or ROW, with recovered oil pumped to tank cars.

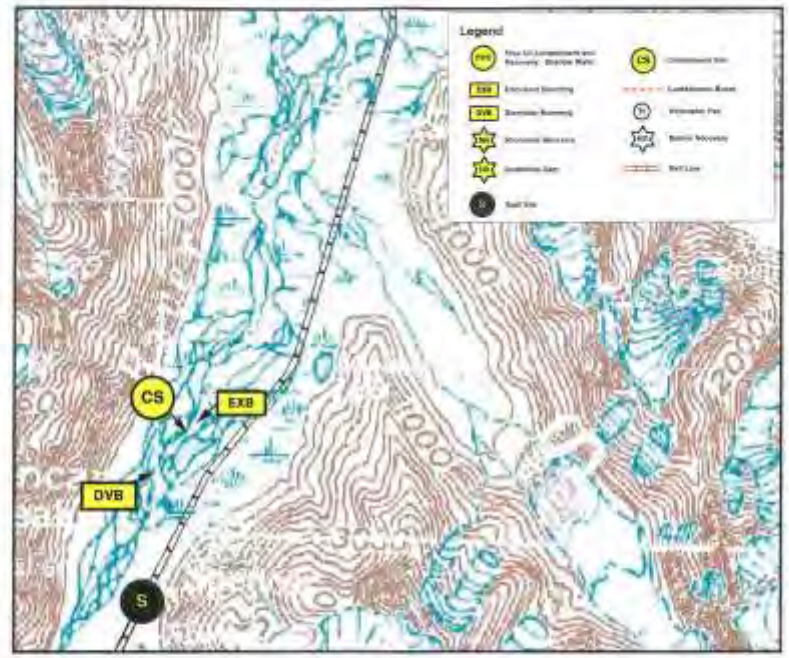
Resources for these potential strategies vary and have been divided into two categories (RA) Restricted Access and (NRA) No Access Restrictions. Each unit is defined to contain a recovery device, a storage device and associated direct and support equipment and materials. Quantity of units required will be determined by site, and resource sets may need to be refined as site specific requirements dictate. The resources listed below make up a generic unit or "package" as guidance for ordering resources to respond to spills in this category receiving environment.

Collection, Restricted Access (RA)

Description	Type	Function	Quantity
Boom	Fast Water Boom	Containment	500 feet
Skimmer	Skim Pac 18000	Recovery	1
Hose & fittings	2" suction	Transfer from skimmer to pump	100 feet
Hose & fittings	2" discharge	Transfer to storage	200 feet
Anchor systems	20 # Danforth Kits	Boom configuration	4 sets
Sorbents	Pom Poms	Collection	5 bags (50 per bag)
Sorbents	Contractor Sweep	Collection/ containment	3 sections (100 feet per section)
Decon Unit	Fish Tote decon unit	Decon personnel	1 Unit
Temporary Storage	Fast Tank 2,400 gallons	Recover liquid storage	1
Overpack Drums	55 Gallon DOT	Temporary storage of oiled waste	4 drums
Pump	2" or greater	Flushing	1
Hose and fittings	2" suction	Suction of flushing water	100'
Hose and fittings	2" discharge	Suction of flushing water	100'
Nozzle	2" fire nozzle	Flushing	1
Vessels	10' inflatable raft w/o motor	On water deployment	1

Support Resources

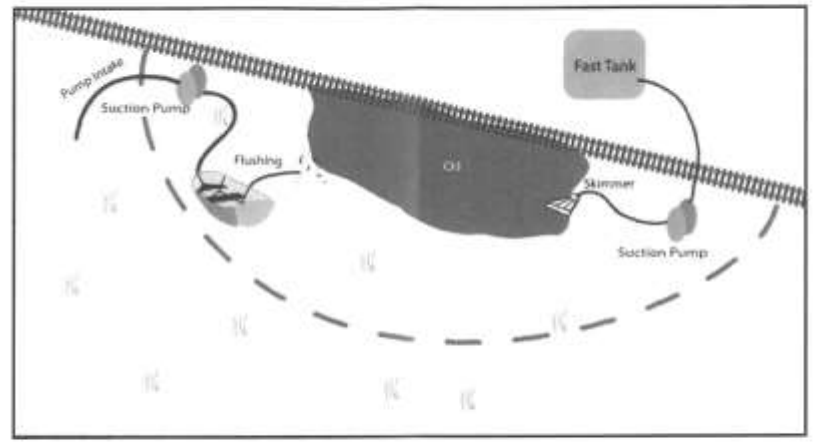
Description	Type	Function	Quantity
Personnel	Response Technicians		4
Vessel personnel	Technician		1



Category 2: Marsh / Wetlands (Cont.)

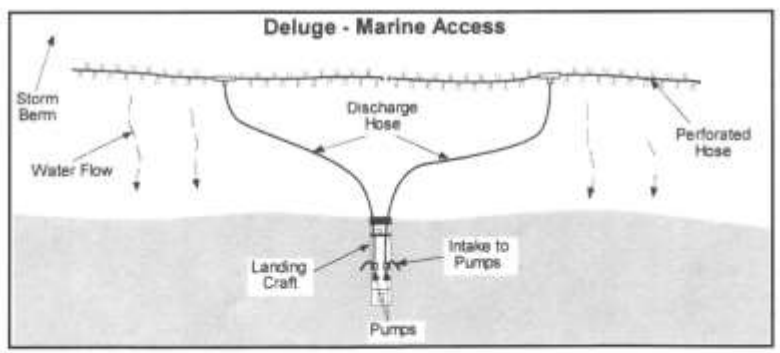
Collection, No Restricted Access (RA)

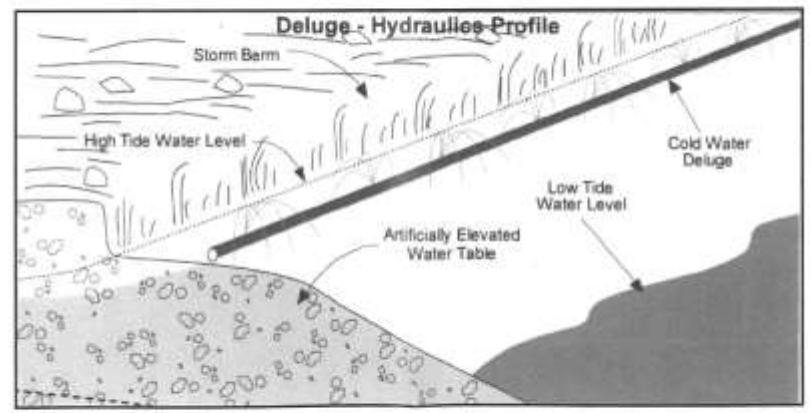
Description	Type	Function	Quantity
Boom	Fast Water Boom	Containment	500 feet
Skimmer	Skim Pac 18000	Recovery	1
Hose & fittings	2 " suction	Transfer from skimmer to pump	100 feet
Hose & fittings	2" discharge	Transfer to storage	200 feet
Anchor systems	20 # Danforth Kits	Boom configuration	4 sets
Sorbents	Pom Poms	Collection	5 bags (50 per bag)
Sorbents	Contractor Sweep	Collection/ containment	5 sections (100 feet per section)
Decon Unit	Fish Tote decon unit	Decon personnel	1 Unit
Temporary Storage	Fast Tank 2,400 gallons	Recover liquid storage	1
Overpack Drums	55 Gallon DOT	Temporary storage of oiled waste	4 drums
Pump	2" or greater	Flushing	1
Hose and fittings	2" suction	Suction of flushing water	100'
Hose and fittings	2" discharge	Suction of flushing water	100'
Nozzle	2" fire nozzle	Flushing	1
Vessels	10' inflatable raft w/o motor	On water deployment	1
Decon Unit Fish Tote	Decon Unit	Decon Personnel	1 Unit
Temporary Storage	Fastank 2400 gals	Recovered Liquid Storage	1
Overpack Drums	55 gal DOT	Temporary Storage of Oily Waste	4 drums
Vacuum Truck with Manta Ray Skimmer	70 Barrel	Temporary Storage / Skimming	1
Response Trailer	Support Equipment	On Railroad Flatbed Cars if Rail Line Access is Available	1
Vessels	12' Jon Boat Style w/o motor	On Water Deployment	1
Tank Cars	Standard, Empty	If Rail Line Access is available	Additional Discharge Hose may be required based on distance to rail line from collection



Support Resources

Description	Type	Function	Quantity
Personnel	Response Technicians		4
Vac Truck Personnel	Operator		1
Vessel	Operator		1



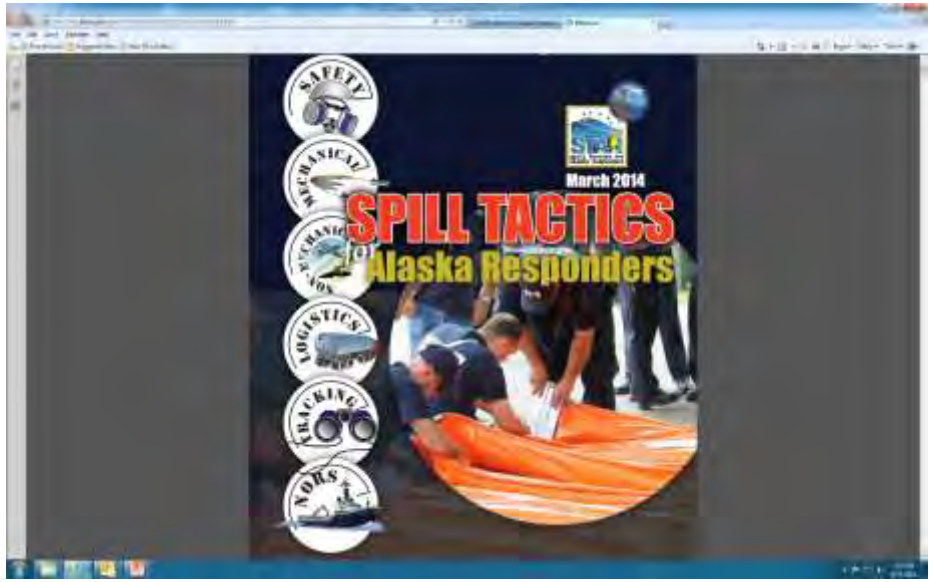


How would ARRC use the Plan in an emergency?

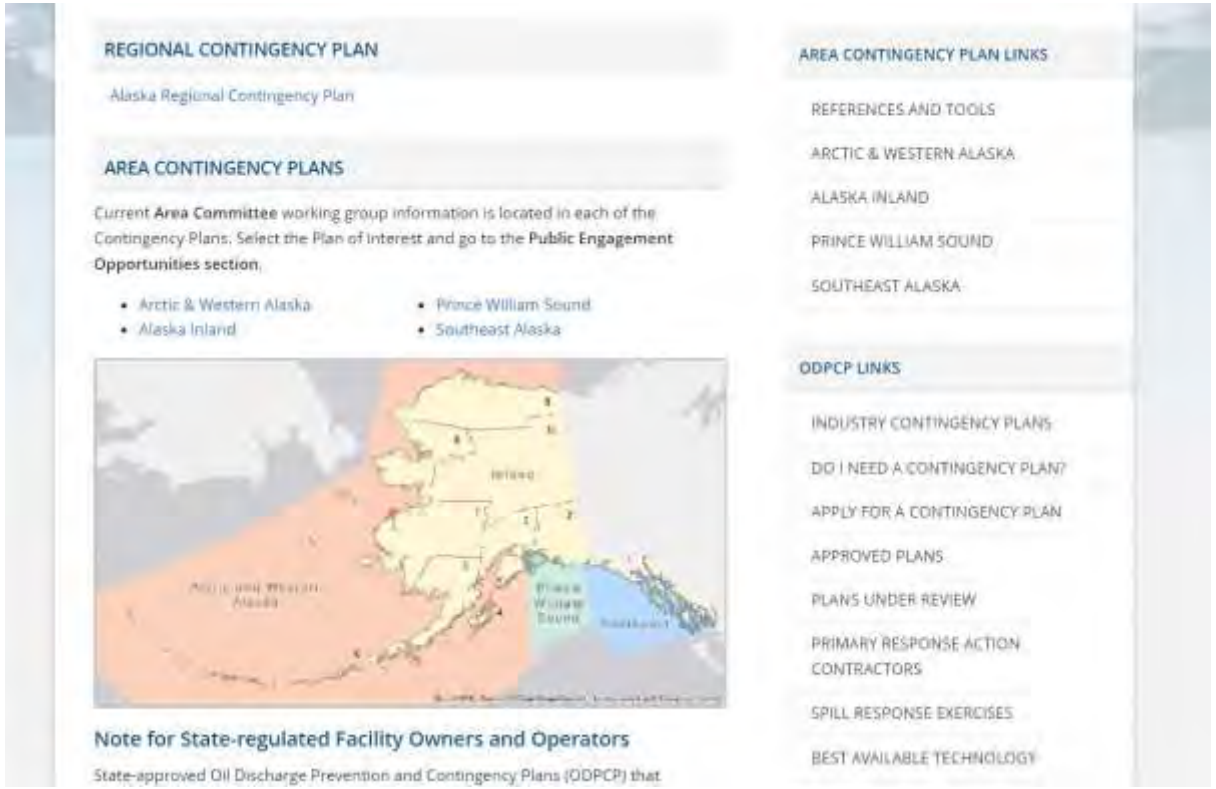
- The ARRC C-Plan is intended to be a working plan to assist in an Emergency
- The Response Action Plan is followed to make responses more effective
- Supporting documentation and information will streamline efforts

For Example

- Identify ARRC milepost where spill has occurred;
- Identity which ARRC GSR the spill is located in;
- Review information on the GSR, determine specific relevant information including contacts and ESAs;
- Identify the Receiving Environment Categories in the GSR and consult Appendix M and N for response tactics and required equipment;
- Develop resource requirements for primary strategies appropriate for the receiving environment based on STAR manual and appendices M and N.



Other Resources



REGIONAL CONTINGENCY PLAN

Alaska Regional Contingency Plan

AREA CONTINGENCY PLANS

Current **Area Committee** working group information is located in each of the Contingency Plans. Select the Plan of interest and go to the **Public Engagement Opportunities section**.

- Arctic & Western Alaska
- Alaska Inland
- Prince William Sound
- Southeast Alaska

Note for State-regulated Facility Owners and Operators

State-approved Oil Discharge Prevention and Contingency Plans (ODPCP) that

AREA CONTINGENCY PLAN LINKS

REFERENCES AND TOOLS

ARCTIC & WESTERN ALASKA

ALASKA INLAND

PRINCE WILLIAM SOUND

SOUTHEAST ALASKA

ODPCP LINKS

INDUSTRY CONTINGENCY PLANS

DO I NEED A CONTINGENCY PLAN?

APPLY FOR A CONTINGENCY PLAN

APPROVED PLANS

PLANS UNDER REVIEW

PRIMARY RESPONSE ACTION CONTRACTORS

SPILL RESPONSE EXERCISES

BEST AVAILABLE TECHNOLOGY

https://dec.alaska.gov/spar/ppr/contingency-plans/response-plans/tools/

References and Tools Website

National & State Policy
Agency Response Guides
Response Plans
Contact Information

By ICS Position

- Command
- Operations
- Planning
- Logistics
- Finance/Cost

By Subject

- Wildlife, Fish and habitats
- Cultural Resources and Historic Properties
- Hazardous Substances
- Natural Disasters Stafford Act Disasters
- Mapping/GIS
- Air Operations
- SCAT
- Industry Websites & OSROS, PRACS
- Weather, River, Tides and Ice
- ICS Resources

AND FINALLY….

Anchorage equipment

- 3 response vans (DV03, DV06 and DV07)
- Mobile Shop (DV02)
- Mobile Break Room (DV01)
- 1 boxcar of drums, sorbents, and response equipment
- 2ea 50K gallon, 3 ea 20k gallon portable tanks
- HR 1473, Ford F550 with 500g tank or flatbed w/crane
- 16’ enclosed trailer
- 4 each shallow water boom vane


MOBILE
COMMAND
CENTER

Fairbanks

- 2 Response vans identical to the Anch. Vans (DV04 and DV05)
- The ARR 10157 boxcar with drums
- 2 ea. 20K gallon portable tanks

Healy

- Boxcar ARR 94101 full of response equipment, pumps, tools, etc.
- 1ea 20K gallon portable tanks

Whittier

- 40’ Emergency response equipment storage Van with drums, sorbent pads, sorbent rolls, sorbent boom, tools, and various other response supplies.


SEAU
USA
173049
4322
EMERGENCY
RESPONSE
EQUIPMENT


GSTL 02


CV
1236

Seward

- 20’ van with drums, various sorbents, tools and various other response supplies.

Along the right-of-way…

Station	MP	ER Equipment
Whittier	F0.0	CV433 (Drums, Liners, Absorbents Sodium Bicarbonate, Peat Sorb, Generator) Section House (Two Spill Drums, Absorbents)
Seward	3	Container #BSTL-02 (Absorbents, Drums) Roundhouse (Spill Tote, Two 85 gal. Spill Drum)
Moose Pass	29.4	CV-1236 (Spill Tote, Drums, Absorbents, Peat Sorb)
Tunnel	51.25	Spill Tote, Drums
Portage	62.85	Spill Tote CV403 (Absorbents, Drums)
Anchorage	114	DV01, DV02, DV03, DV06, DV07, Barrel Farm,
Birchwood	135.5	Spill Tote
Wasilla	159	Spill Tote, Spill Drum Absorbents, Drums
Willow	185.5	Spill Tote, Absorbents
Talkeetna	226.8	Spill Tote, Absorbents
Hurricane	281.7	Two Spill Totes, Absorbents, Liners
Cantwell	319.5	Spill Tote
Denali Park	347.7	Spill Tote
Healy	359	Section House (Spill Tote) Boxcar 94101
Nenana	411.4	Spill Tote
Fairbanks	469	Freight House (Spill Tote) Boxcar 10157, DV04, DV05

Spill Tote/Drum

And the ARRC's PRAC

Pipeline on Rails

Moving LNG to Fairbanks

- First railroad in the U.S. to be permitted to haul LNG (Oct. 2015)
- ARRC could be an interim energy solution
- Experience handling bulk commodities
- 51,147 lbs. payload (23,200 Kg)
- 7,132 Gallons (27G Liters)

LNG By Rail

Demonstration Project & First Responder Training

- First in nation
- Two tanks from Hitachi
- 8 round trips to Fairbanks
- Multi-modal project
- FRA and other railroads on the ground to observe
- 10 Sessions along Railbelt
- 200+ First Responders
- Classroom & full consist training


THANK YOU
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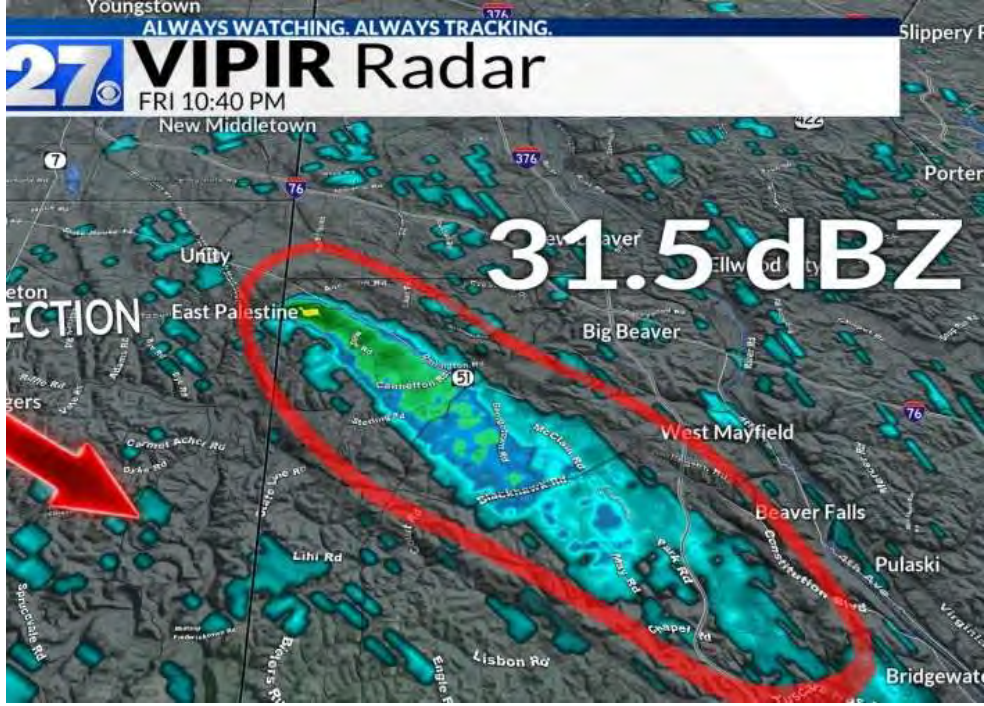
EAST PALESTINE, OHIO TRAIN DERAILMENT EMERGENCY RESPONSE

East Palestine Train Derailment Emergency & Cleanup

TILX 402025 (26)
Vinyl Chloride
OCPX 80235 (27)
Vinyl Chloride
OCPX 80179 (28)
Vinyl Chloride
GATX 95098 (29)
Vinyl Chloride
RACX 51629 (30)
Vinyl Chloride
LYBX 5191 (31)
Propylene
RACX 51435 (32)
Propylene
UTLX 671772 (33)
Diethylene
SHPX 211226 (34)
Ethylene Glycol
TILX 331319 (35)
Semolina
DOWX 73168 (36)
Ethylhexyl Acrylate
ILOX 57036 (37)
Polyvinyl
NCUX 40057 (38)
Polyvinyl
UTLX 100055 (39)
Petroleum Lube Oil
XOMX 110564 (40)
Petroleum Lube Oil
UTLX 684798 (41)
Petroleum Lube Oil
UTLX 671310 (42)
Petroleum Lube Oil
CEBX 30072 (43)
Polypropyl Glyc
SHPX 211106 (44)
Propylene
NATX 231335 (45)
Diethylene
UTLX 671913 (46)
Diethylene
NATX 35844 (47)
Isobutylene
UTLX 205907 (48)
Butyl Acrylates
UTLX 661295 (49)
Petro Oil, nec
COCX 287059 (50)
Additives, fuel

Unified Command

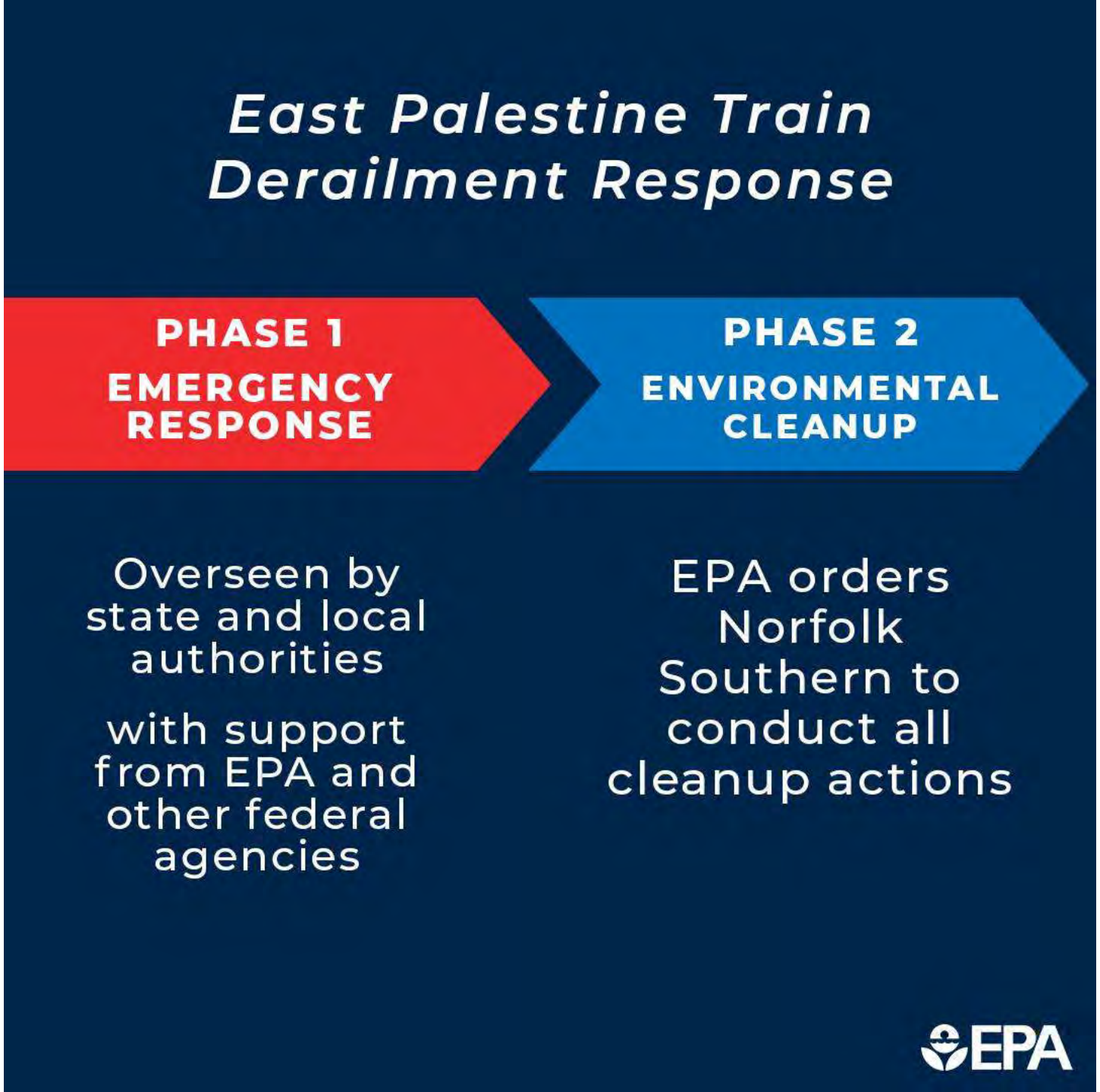
Prepping for the Vent & Burn


ALWAYS WATCHING. ALWAYS TRACKING.
27
VIPIR Radar
FRI 10:40 PM
31.5 dBZ
Youngstown
New Middletown
Unity
East Palestine
Big Beaver
West Mayfield
Beaver Falls
Pulaski
Lisbon Rd
Lihi Rd
Bridgewat

Wind Down…

Lift the evac…

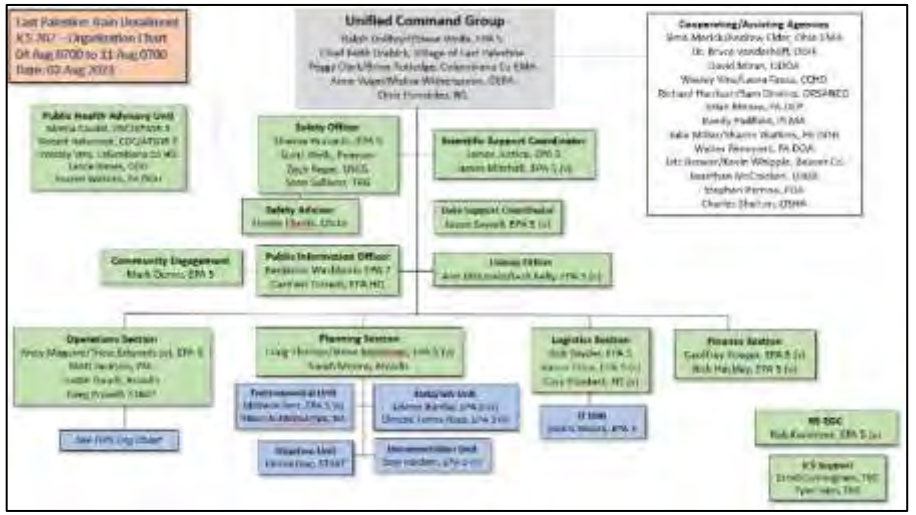
(2/6 – 2/12)



Ramp Up !!!

(2/13 – 2/25)

Response Organization



EAST PALESTINE OHIO EST. 1875

CCEMA Columbiana County Emergency Management Agency

Ohio Environmental Protection Agency

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY EPA EMERGENCY RESPONSE

NS NORFOLK SOUTHERN

ENVIRONMENTAL PROTECTION AGENCY
REGIONS 3 AND 5

IN THE MATTER OF: East Palestine Train Derailment Site East Palestine, Columbiana County, Ohio Norfolk Southern Railway Company, Respondent Proceeding under Section 106(a) of the Comprehensive Environmental Response, Compensation, and Liability Act, as amended, 42 U.S.C. § 9606(a)	CERCLA Docket No. V-W-23-C-004 **UNILATERAL ADMINISTRATIVE ORDER FOR REMOVAL ACTIONS**

Appendices

Appendix A – Health and Safety Plan

Appendix B - Site Security Plan

Appendix C - Air Sampling and Analysis Plan

Appendix D - Main Line Interim Soil Removal Plan

Appendix E - Characterization and Remediation Work Plan for Derailment-Area Soil

Appendix F - Phase I – Preliminary Residential / Commercial / Agricultural Soil Sampling Plan

Appendix G - Surface Water Sampling and Analysis Plan

Appendix H - Sediment Sampling Work Plan

Appendix I - Groundwater Characterization Work Plan

Appendix J - Potable Water Sampling Work Plan Update

Appendix K - Sentinel Well – Monitoring Well Installation and Groundwater Sampling Work Plan

Appendix L - Waste Sampling and Management Plan

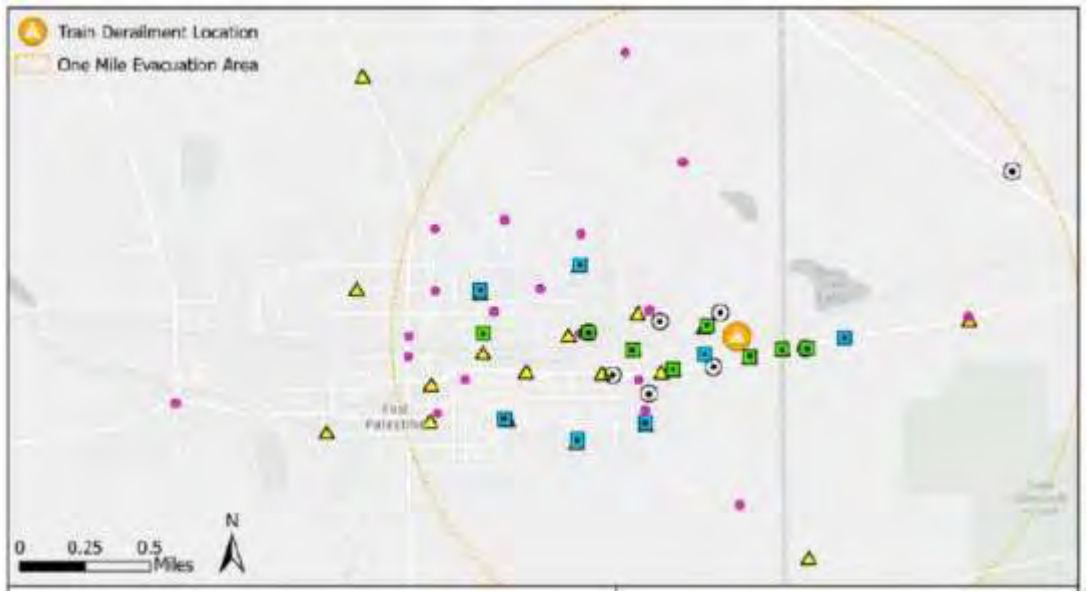
Appendix M - Community Impact Mitigation Plan

Appendix N - Schedule

Community
Air Monitoring & Sampling Program

- **Monitoring**
  - Conducted by EPA & NS for > 180 days
  - > 100 million discrete measurements have been collected
- **Sampling**
  - Over 17,500 air samples collected
  - SUMMA canisters, badges, sorbent tubes

Monitoring & sampling for the primary contaminants of concern (vinyl chloride, n-butyl acrylate) have not been detected at sustained levels of concern in the community for the duration of the response.



Site Safety

- Site wide HASP
  - > 500,000 person hours without serious incident
- OSHA in Unified Command since February
- Comprehensive safety audit conducted
  - OSHA, EPA ERT, 3rd party construction/traffic safety consultants
  - Implemented all recommendations

Public Health

Unified Command - Public Health Advisory Unit

- EPA convenes state, federal and local health officials regularly to keep lines of communication open w/ UC

Independent Initiatives

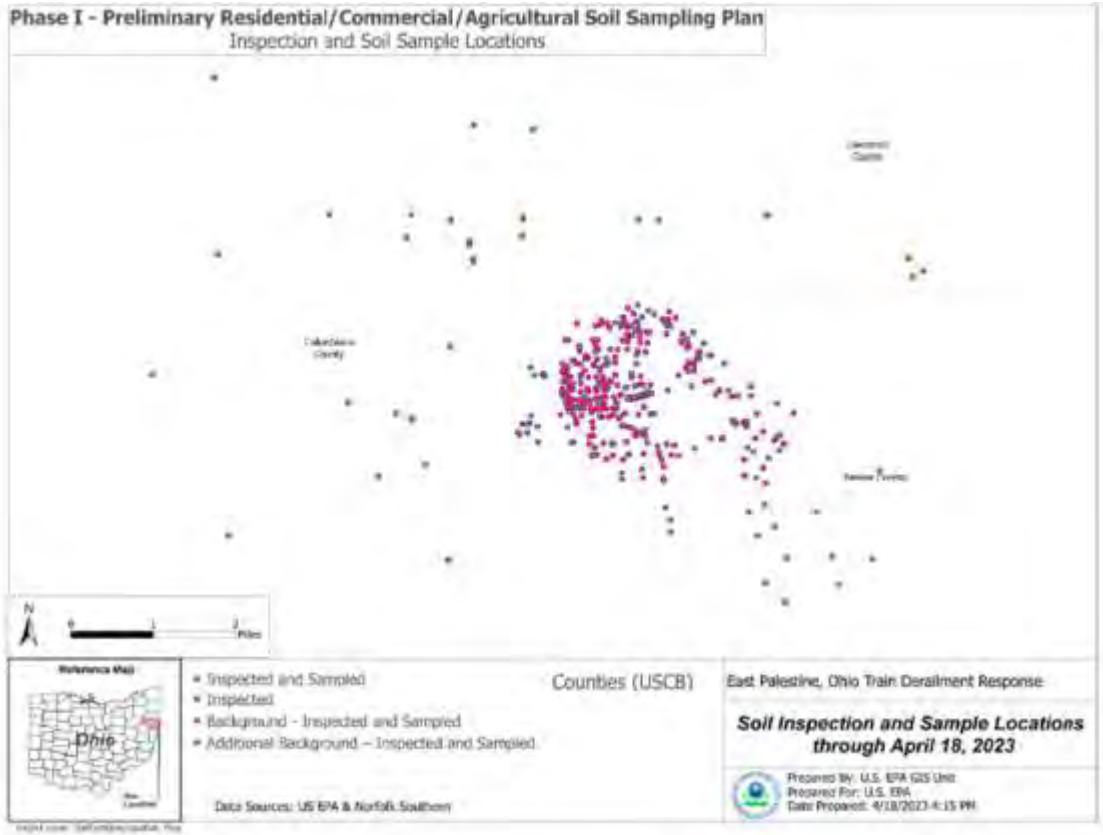
- National Academies of Science, Engineering, & Medicine workshop
- University of Kentucky health research grant
- Several academic institutions conducting independent research

Potable Water Sampling

- 860+ private well samples (to date)
- 24 rounds of sampling public water supply (to date)

Phase 1 Residential/Commercial/Agricultural Soil Sampling - Comparison Study

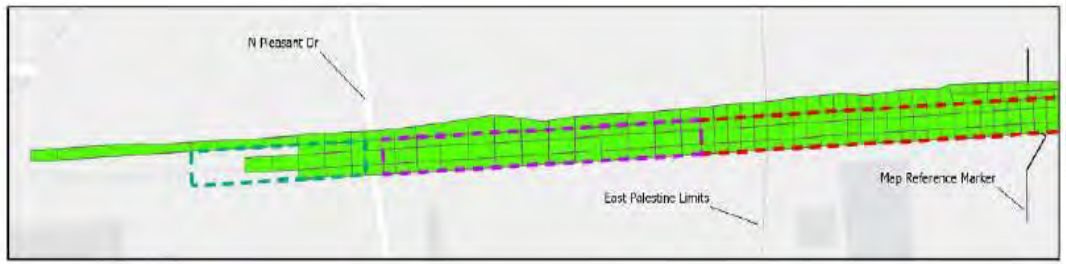
- Evaluate the area of interest against U.S. background conditions (select PAHs, Dioxins)
- Compare shallow surface soil to deeper surface soil
- Results
  - Results consistent with typical background conditions
  - A few outliers associate with public right-of-way (roadside)

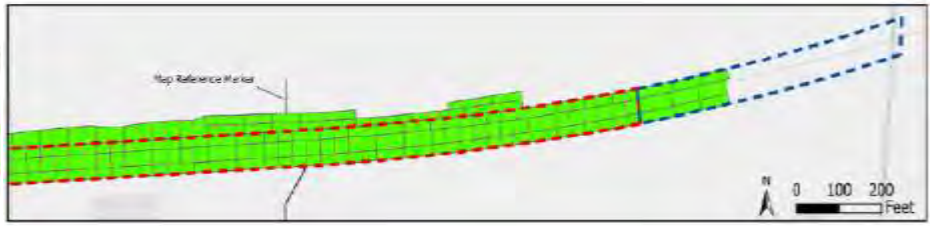


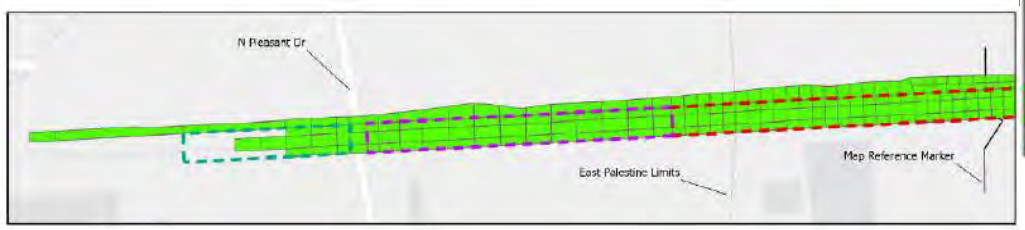
Phase 1 (completed April 14) - inspected 359 locations - sampled 146 locations

Main Line Soil Removal

Completed on June 26
both lines are currently operational

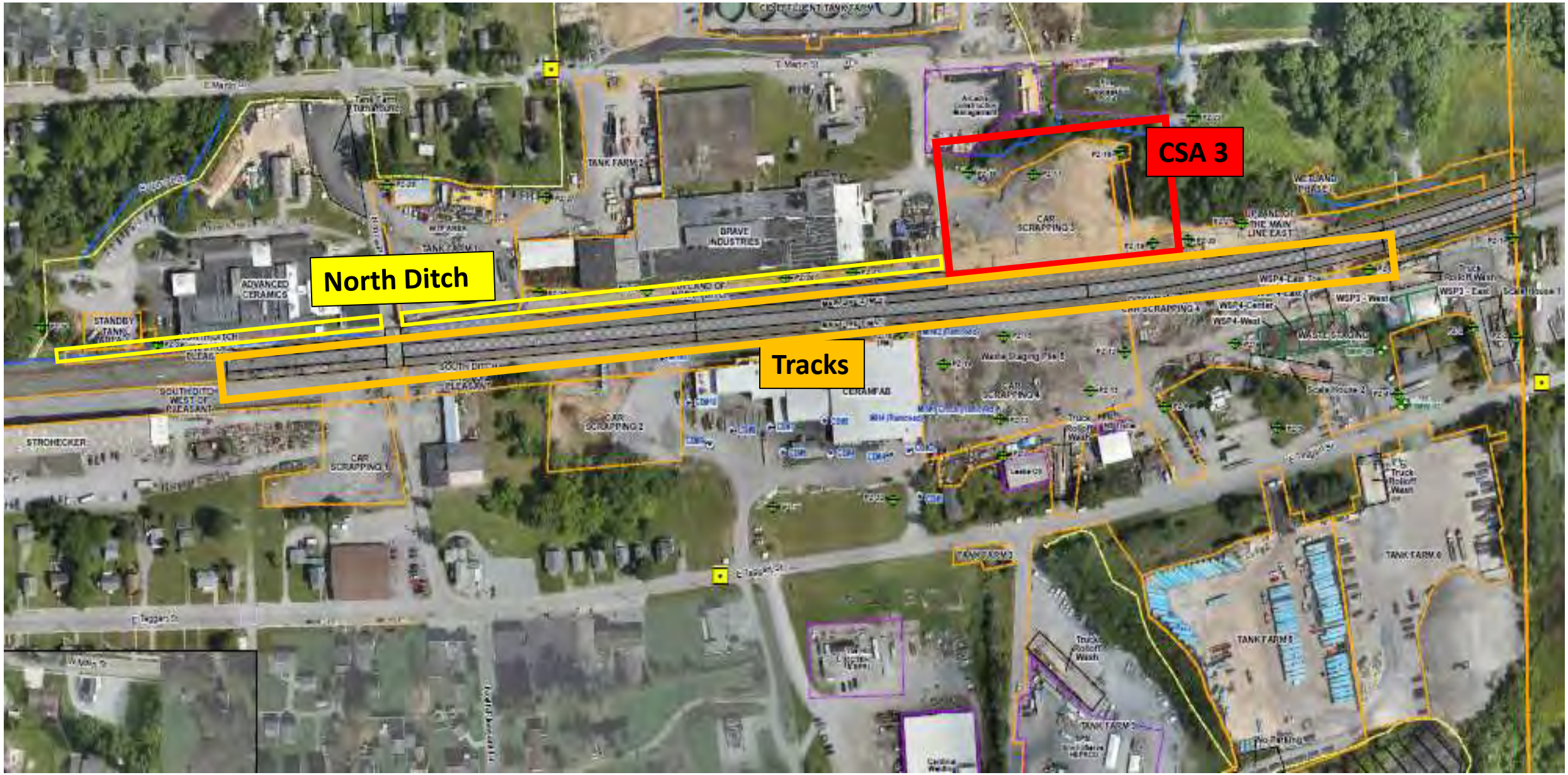





N Pleasant Dr
East Palestine Limits
Map Reference Marker


0 100 200
Feet

Derailment Area Excavations



Waste Management

(as of September 1)

Soil Disposal

Over 100,000 tons

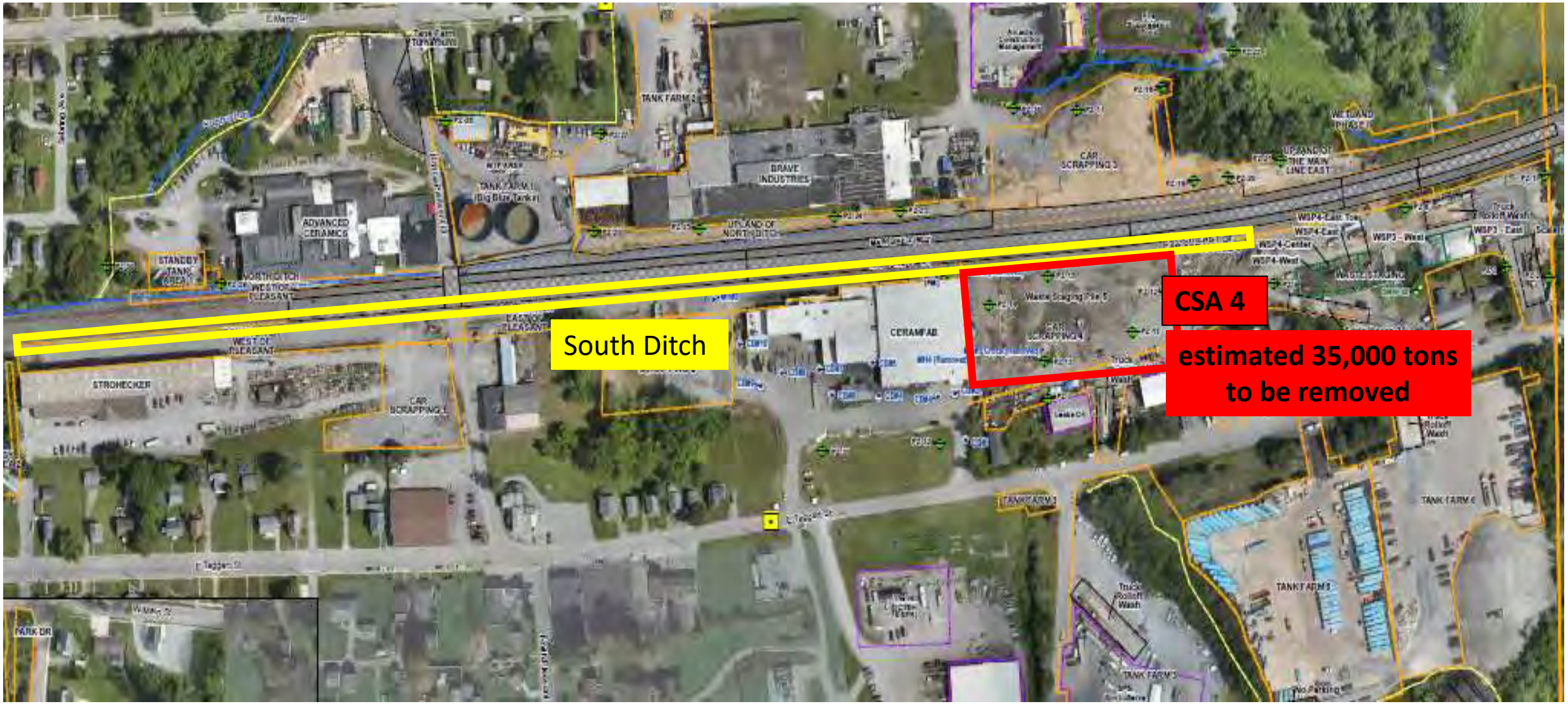
Liquid Disposal

Over 30 million gallons

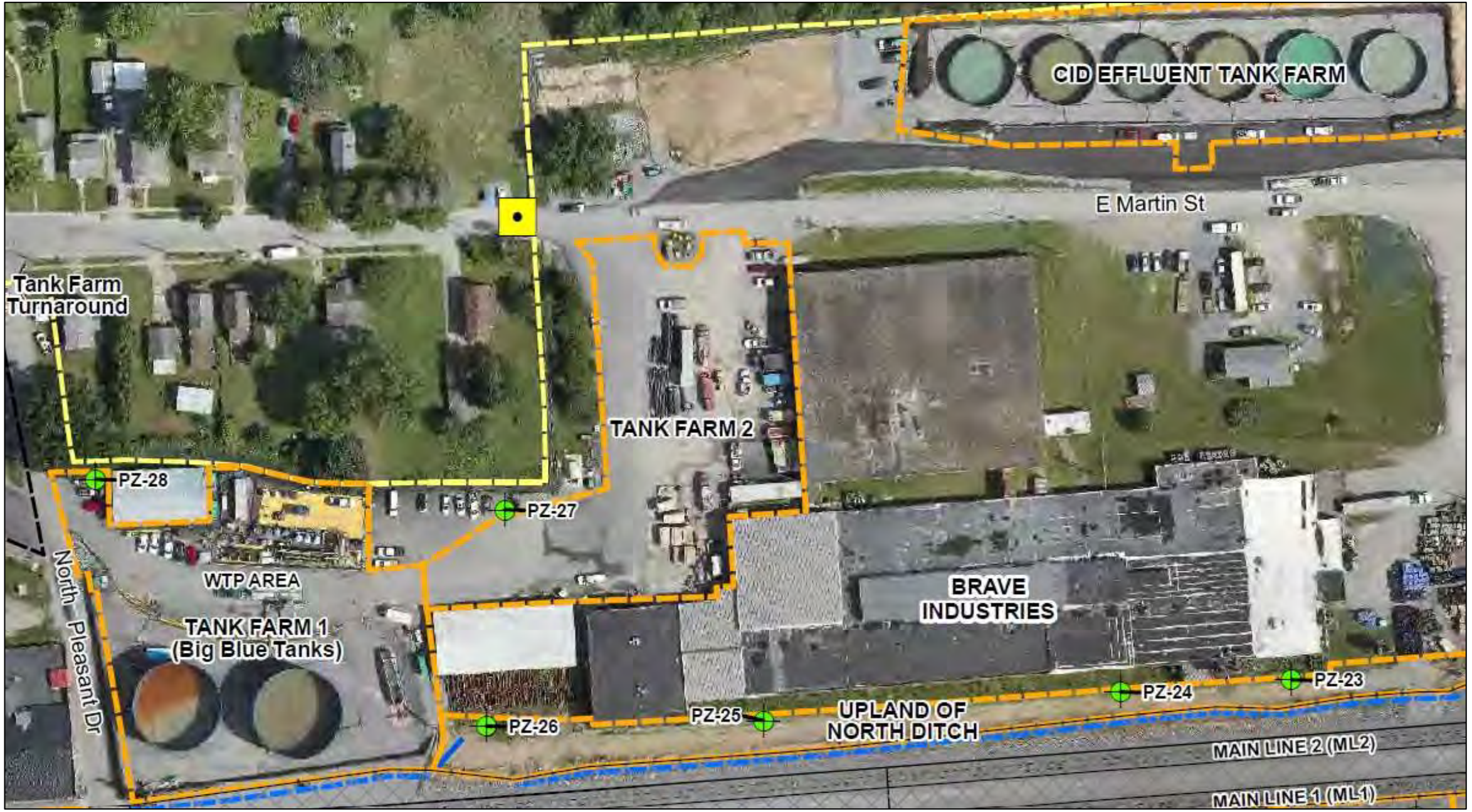
Remaining Work

Car Scrapping Area 4 (CSA 4)

Remaining Derailment Site Excavations



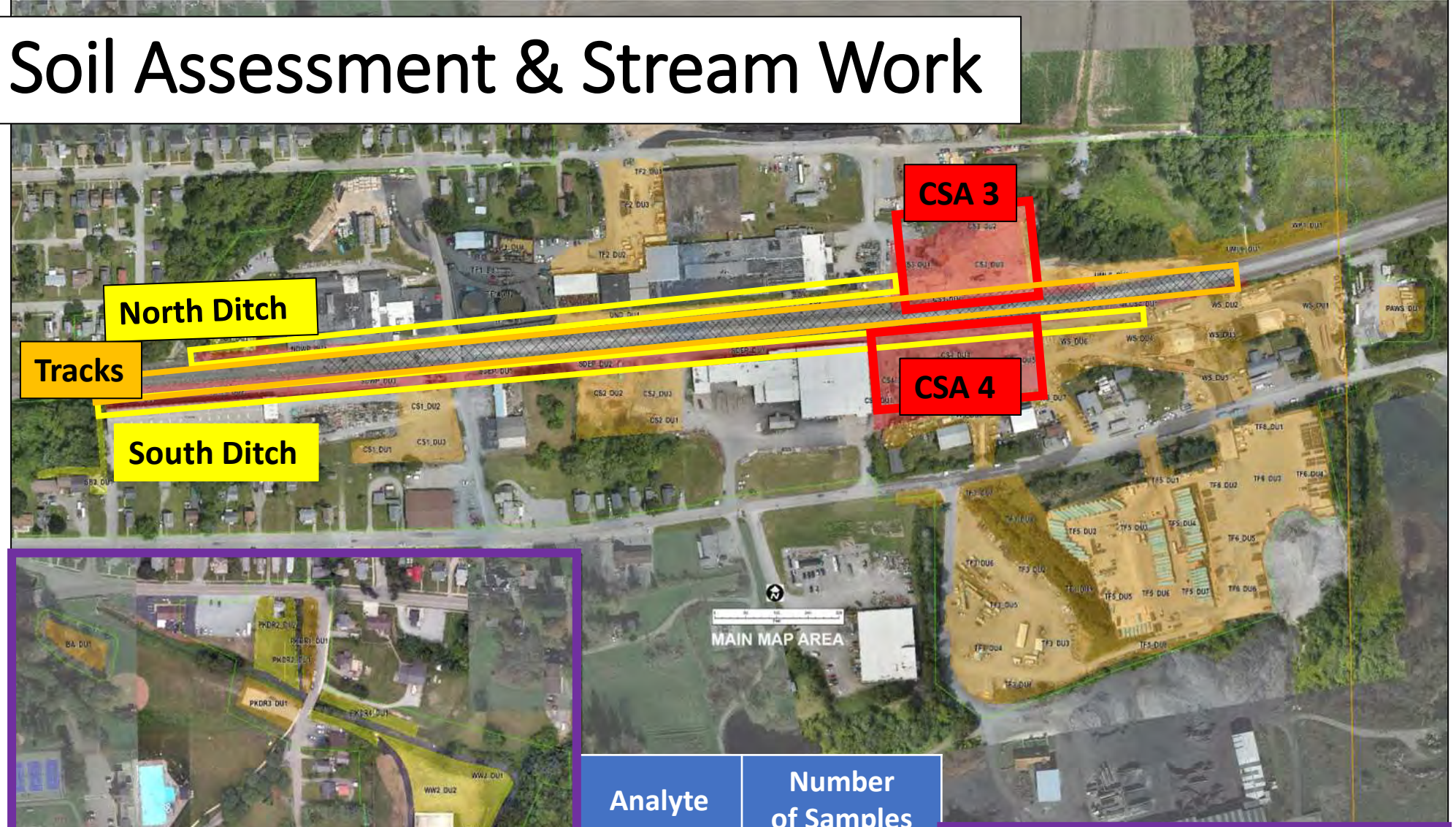
Wastewater Treatment Area



Structure Cleaning

- Enrollment **August 1 – Sept 14**
  - Mailer
  - Websites
- Client interviews
- Schedule cleanings
- Oversight
- Confirmation of completion

Final Soil Assessment & Stream Work



Analyte	Number of Samples
VOC	2,594
SVOC	85
Dioxin	21
PFAS	28

Schedule for Remaining Work

TASK	2023				2024		
	September	**October**	**November**	**December**	**January**	**February**	**March**
Structure Cleaning							
CSA 4 / South Ditch excavation							
Water Treatment							
Final soil assessment							
Restoration							

Community Involvement

- Welcome Center
  - > 1,100 calls, > 990 visitors
- Public open houses (February/March)
- Public information sessions
  - Topic based community meetings
  - Recorded and posted
- Community partners engagement
  - Over 30 public events
  - Bi-weekly newsletters / content
  - In the moment videos
  - Leads on community-based events

A Quick Look Back

- Evaluate early communications
- Longer term community engagement
- On-going misinformation concerns
- Training and exercises
- Technology and resources
- Continuity

Forward

Increasing numbers of emergencies and disasters

Internal resource challenges

External resources needs

Increased collaboration

Whole of government response

Thanks to all who supported this very challenging response!

East Palestine Train Derailment Emergency & Cleanup

APC OVERVIEW

APC OVERVIEW

AK RRT Meeting

September 2023

VESSEL OPERATIONS

Types of Operations:

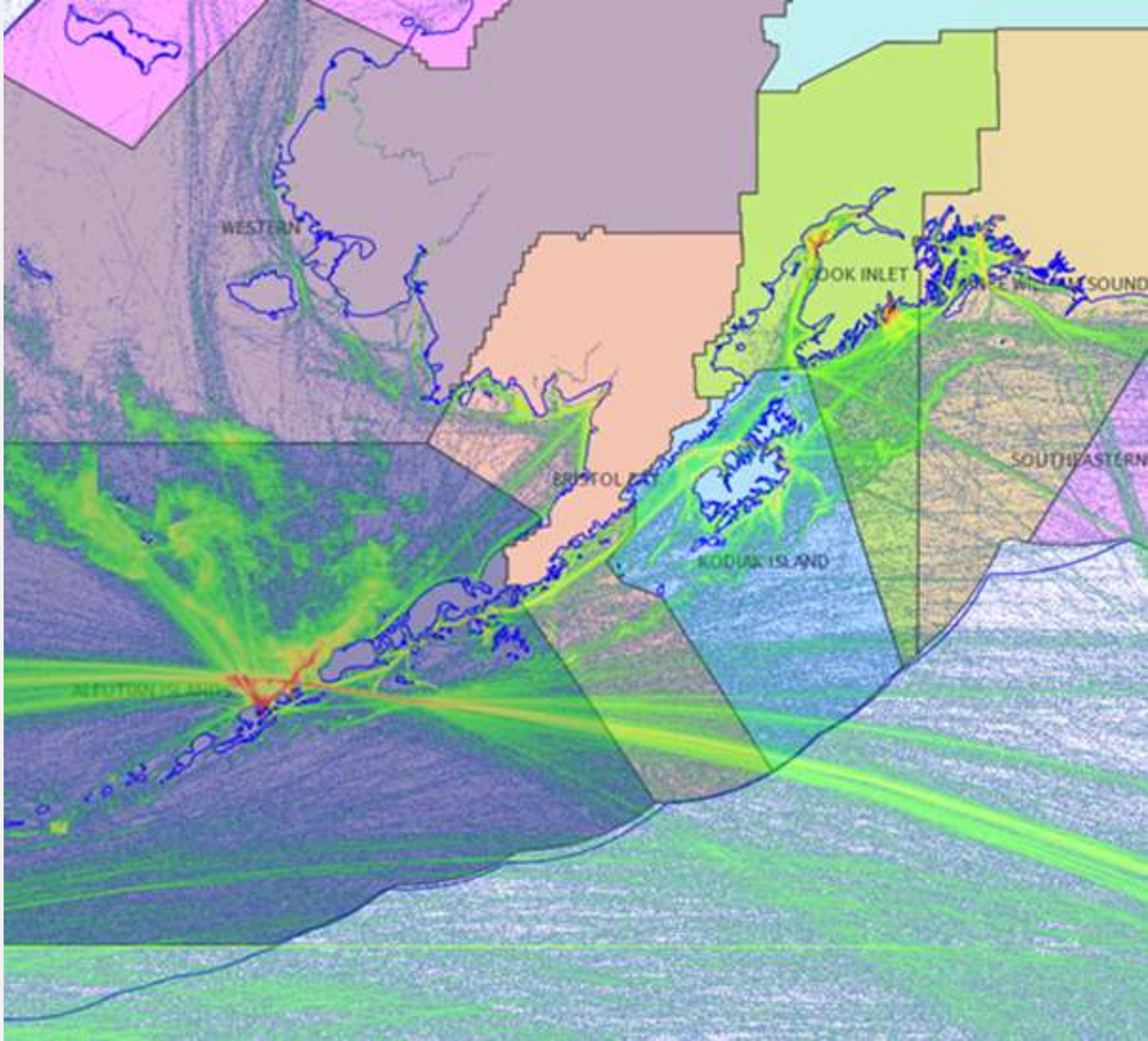
- Transits (Tank and Non-tank)
- Oil transfers (bunkering/lightering)
  - Tanker to Barge
  - Barge to Barge
  - Barge to Facility

Vessel Specifics:

- Where & when operations are conducted?
- Volume and Types of oils?

COTP Zone Differences for NPC:

- Prince William Sound – Higher Volume Port
- Southeast Alaska – Inland Operating Environment (OE)
- Western Alaska – Nearshore OE



VESSEL RESPONSE PLAN

VRP sections:

- General information and introduction;
- Notification procedures;
- Shipboard spill mitigation procedures;
- Shore-based response activities;
- List of contacts;
- Training procedures;
- Exercise procedures;
- Plan review and update procedures;
- Geographic-specific appendix (GSA) for each Captain of the Port (COTP) zone in which the vessel or vessels operate; and
- An appendix for vessel-specific information for the vessel or vessels covered by the VRP

33 CFR 155.5030:

Non-tank vessel response plan requirements

NPC - RESPONSE RESOURCE CATEGORIES

Qualified Individual

Spill Management Team

Aerial Tracking APC

Logistical Support & Sustainment APC

On-water Recovery: AMPD APC

On-water Recovery: MMPD APC

On-water Recovery: WCD APC

Shoreline Protection APC

Shoreline Cleanup APC

Dispersants APC

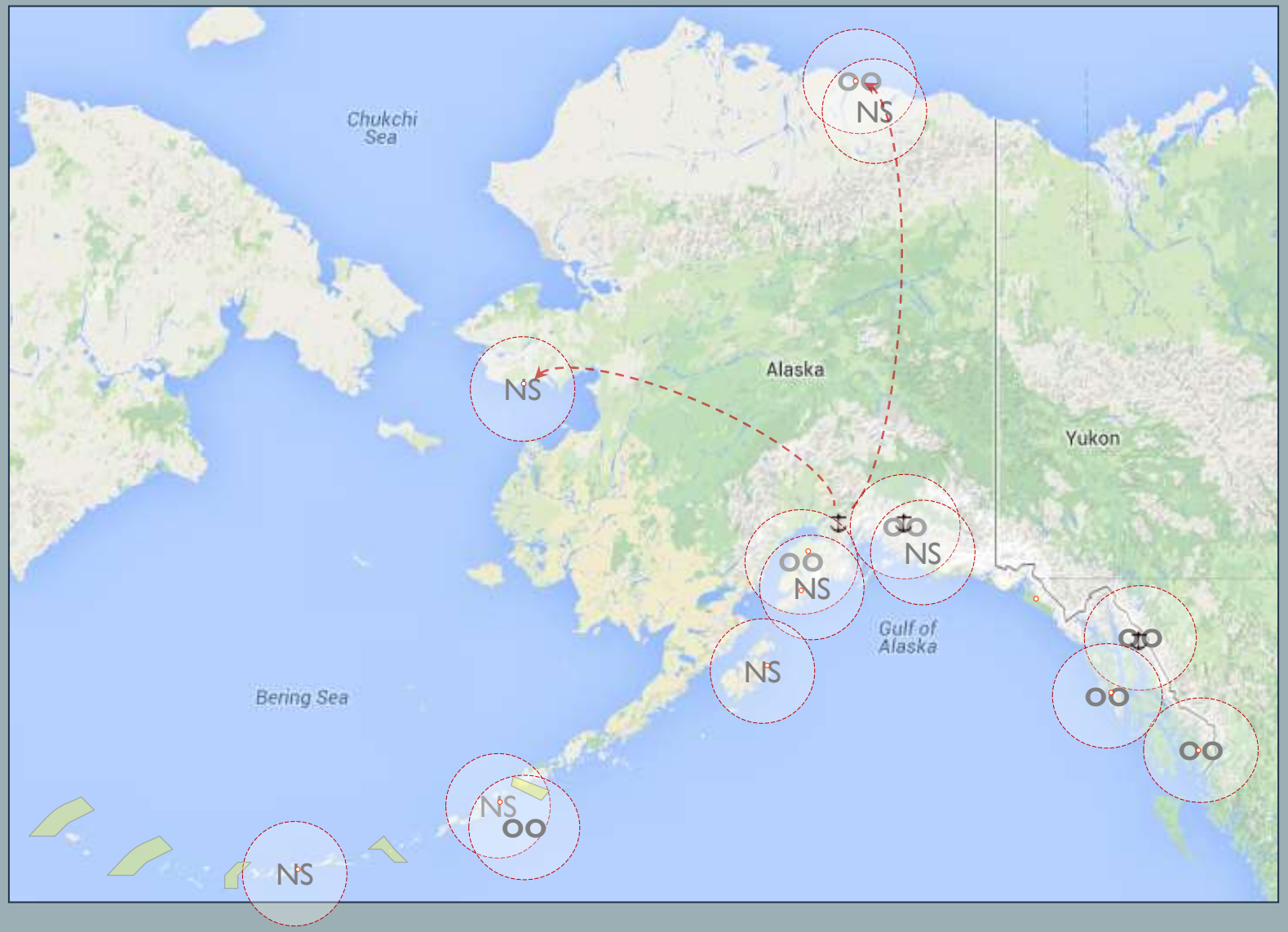
Salvage: Assess & Survey

Salvage: Stabilization

Salvage: Special Ops

Marine Firefighting

Why APCs: OSRO COVERAGE



APC REQUIREMENTS

1. Reason(s) and supporting info for the APC request;

2. Identification of regs necessitating the APC request;

3. Proposals for alternative procedures, methods, or equipment standards, where applicable, to provide for an equivalent level of planning, response, or pollution mitigation strategies;

4. Prevention and mitigation strategies that ensure low risk of spills and adequate response measures as a result of the APC; and

5. Environmental and economic impact assessments of the effects.

33 CFR 155.5067 Alternative planning criteria (Non-tank)

WHAT'S NEXT FOR APCS IN ALASKA AND BEYOND…

- MORPAG Results and Response to Comments
- MERCAT establishment
- Coast Guard Authorization Act of 2022
  - Western Alaska Oil Spill Planning Criteria
  - Regulation process
  - Program Manager
- USCG Engagement with Area Committees
  - Repeatable process throughout CG
  - Consultation vs Concurrence

QUESTIONS?

PIPELINE AND HAZARDOUS MATERIALS SAFETY ADMINISTRATION

Pipeline and Hazardous Materials Safety Administration

PHMSA Mission

To protect people and the environment by advancing the safe transportation of energy and other hazardous materials that are essential to our daily lives.

PHMSA's Two Safety Programs

- Pipeline Safety
- Hazardous Materials Safety

Office of Pipeline Safety

Data and Risk Analysis
Analyze data to identify, assess and manage safety risks.

Outreach
Enhance safety and education through stakeholder outreach and engagement.

Engineering & Research
Conduct research and development to innovate and improve transportation safety policies, techniques, processes, and procedures. Review and issue Special Permits, and some notifications by operators for excursions from regulatory requirements.

Regulations and Standards
Write new regulations and incorporate necessary standards to improve pipeline safety.

Training
Provide training for federal and state pipeline inspectors through PHMSA's training center.

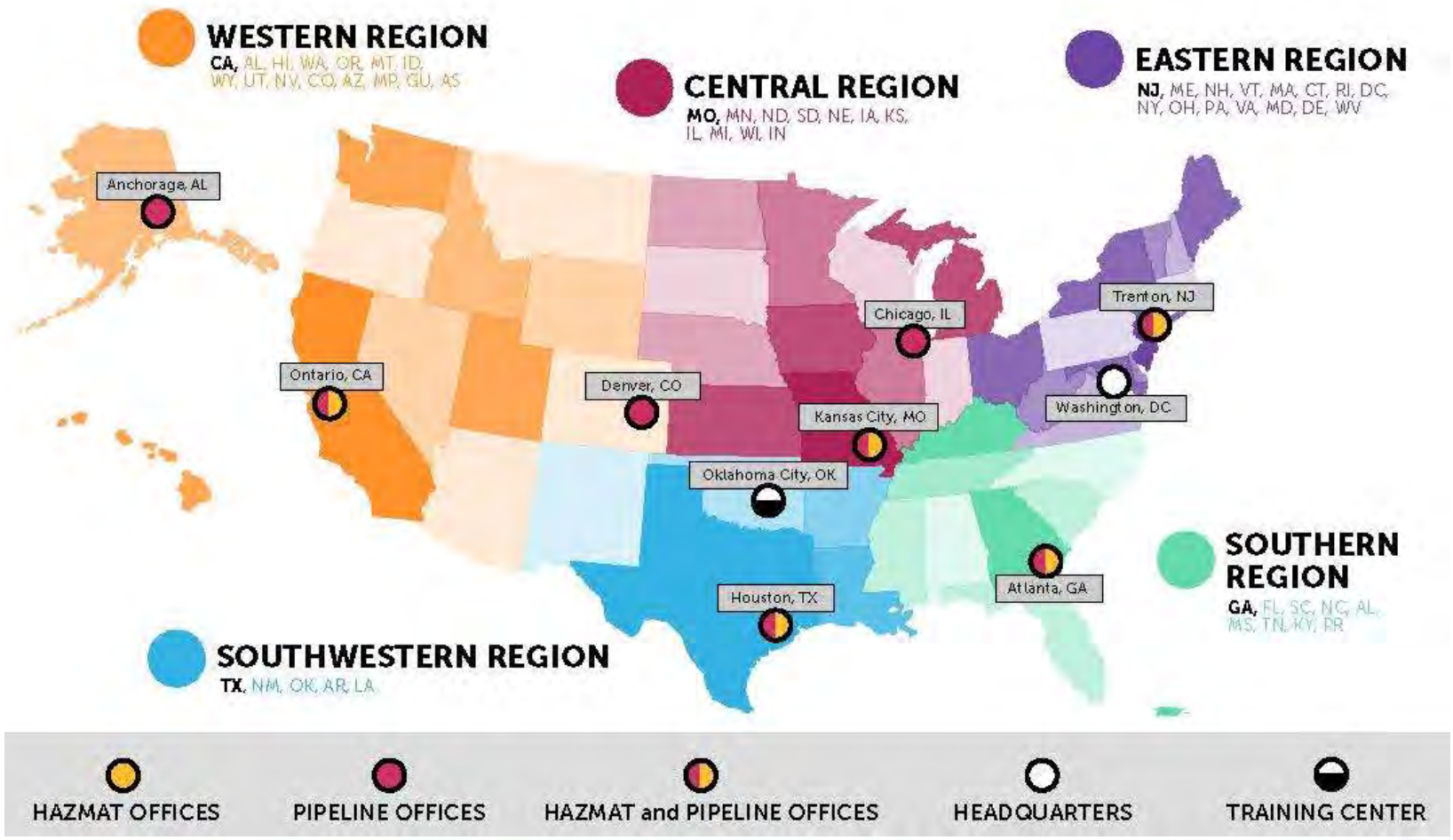
Enforcement
Maintain the registry of issued enforcement actions including publicly available documents on the Enforcement Transparency Webpage.

State Programs
Manage effectiveness of and resources for state programs.

Inspections
Inspect pipeline operators and their facilities to ensure pipeline safety standards are being met.

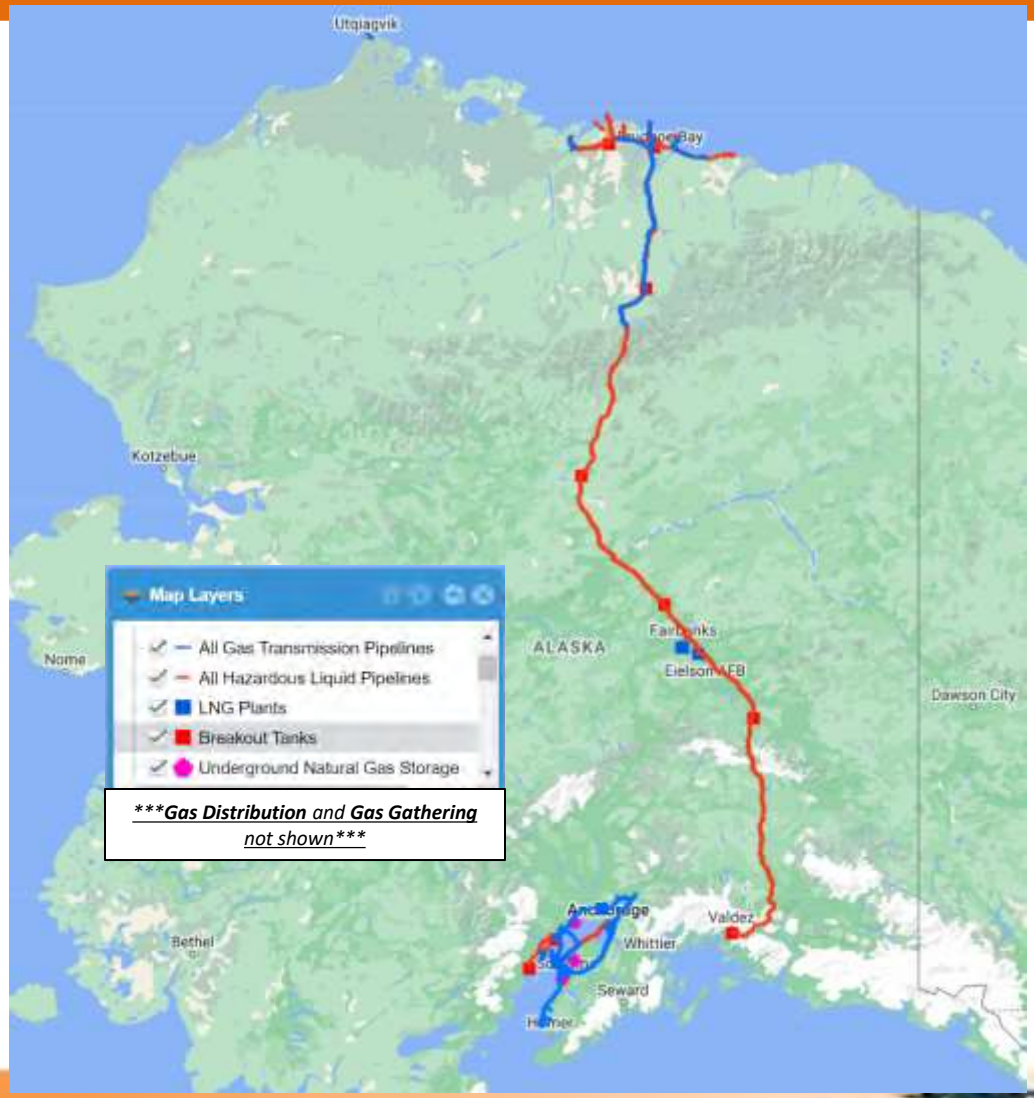
Accident Investigations
Investigate pipeline failures/release.

PHMSA Regional Offices



PHMSA Alaska

- Western Region office in Lakewood, CO
- Anchorage satellite office has seven inspectors
- Perform inspection on highest risk assets
- Aid accident/incident investigation as needed
- Site visits as circumstances require



Regulated Infrastructure in Alaska

AK Pipeline Facilities by System Type			
System Type	**Miles**	**% of Miles**	**# of Operators**
Hazardous Liquid	1,258, 12 tanks	14%	14
Gas Transmission (Interstate + Intrastate)	885	10%	14
Gas Gathering	70	< 1%	3
Gas Distribution (Mains + Services)	6,591	75%	5
TOTAL	**8,804**		
Underground Natural Gas Storage	4 facilities	5 reservoirs, 27 wells	2
Liquified Natural Gas	5 plants	10 tanks	2

Figures as of January 26, 2023

PHMSA Jurisdiction

- **Jurisdiction is based on *function* of pipelines**– facilities transporting natural gas and hazardous liquids are within PHMSA's jurisdiction:
  - Transportation pipelines:
    - Transmission, gathering, distribution pipelines
  - Commodities:
    - Natural gas, liquified petroleum gas (LPG), hazardous liquids (petroleum products, anhydrous ammonia, ethanol, non-petroleum fuel including biofuel which is flammable, toxic, or harmful to the environment if released), carbon dioxide
  - Underground natural gas storage facilities, liquified natural gas (LNG) facilities, breakout tanks within jurisdictional pipeline systems

Inspections & Enforcement Topics

Reporting
Operators are required to annually report information to the Federal government about their jurisdictional assets as well as certain safety conditions, or leaks or incidents that meet thresholds in the code.

Design & Materials
Requirements for the design of new pipelines and allowable materials are included in 49 C.F.R. Part 192 (natural gas), Part 193 (LNG), and Part 195 (hazardous liquid)

Construction
Requirements for pipeline construction.

Welding (& Plastic Pipe Joining)
Regulations require welding practices & procedures, and welders are qualified, and includes requirements for testing of welds.

Corrosion Control
Requirements for corrosion inspections, and cathodic protection on pipelines.

Maintenance &Operations
Code requires operators to write, update, and follow a manual of procedures that outlines the required M&O tasks such as surveillance of pipeline ROW & patrols & facility security, installing & maintaining line markers, odorization (gas) & leak detection, maintaining maps & records, valve, overpressure protection, and facility inspection & maintenance.

Integrity Management
Operators are required to inspect their pipelines' integrity, assess the risks of their assets and take measures to prevent and mitigate risks.

PHMSA Authority

Code of Federal Regulations, Title 49 Transportation
Subchapter D – Pipeline Safety
Part 190 – Pipeline Safety Enforcement and Regulatory Procedures prescribes PHMSA's enforcement authority to inspect and investigate pipeline operators and to use enforcement tools:

- Warnings
- Notices of Amendment (NOA) of plans or procedures
- Notices of Probable Violation (NOPV)
- Compliance Orders (CO)
- Consent Orders (agreement)
- Civil Penalties
- Corrective Action Orders
- Emergency Orders
- Safety Orders
- Criminal Enforcement

Response Coordination

Preparedness, Emergency Support, and Security Division of OPS

- *Oil Spill Response* branch reviews and approves oil spill plans for onshore pipeline facilities as required by Part 194.
- *Emergency Support* branch coordinates PHMSA's response to manmade, natural disasters, and security matters of national significance. PHMSA's Emergency Coordinator (EC) is also the member for the U.S. National Response Team.

Abandoned Pipelines

- PHMSA regulations do not recognize an “idle” status for pipelines.
- The regulations consider pipelines to be either active and fully subject to all relevant parts of the safety regulations or abandoned.
- The process and requirements for pipeline abandonment are captured in §§ 192.727 and 195.402(c)(10) for gas and hazardous liquid pipelines.
- Abandoned pipelines must comply with requirements to purge all combustibles and seal any facilities left in place.

Abandoned Pipelines

- August 2016 PHMSA issued Advisory Bulletin [Docket No. PHMSA-2016-0075] Pipeline Safety: Clarification of Terms Relating to Pipeline Operational Status:

  Pipelines not currently in operation are sometimes informally referred to as "idled," "inactive," or "decommissioned." These pipelines may be shut down and still contain hazardous liquids or gas... If a pipeline is not properly abandoned and may be used in the future for transportation of hazardous liquid or gas, PHMSA regulations consider it as an active pipeline. Owners and operators of pipelines that are not operating but contain hazardous liquids and gas must comply with all applicable safety requirements, including periodic maintenance, integrity management assessments, damage prevention programs, response planning, and public awareness programs.

- PHMSA will except deferral of certain activities for pipelines that are purged but expected to be used in the future.
- Operators planning to defer maintenance for purged pipelines should coordinate in advance with regulators.

Questions?

US Department of Transportation
Pipeline and Hazardous Materials Safety Administration
188 W. Northern Lights Blvd. Suite 520, Anchorage, AK, 99503

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Office: 907.271.5282 ◊ Mobile: 907.202.0029

Public Comment

Alaska Regional Response Team

NEXT MEETINGS

- March 5-7, 2024
- September 10-12, 2024
- March 19-20, 2025

REVIEW OF PARKING LOT ISSUES & CLOSING REMARKS

Alaska Regional Response Team