

EXECUTIVE COMMITTEE MEETING
Rehoboth Beach, Delaware
Tuesday, May 13, 2014
1615 - 1700

EXECUTIVE COMMITTEE CO-CHAIRS:

Dave Wright, U.S. Environmental Protection Agency (EPA); Dave Ormes, U.S. Coast Guard (USCG) Fifth District & Dave Pugh (Alternate)

AGENDA:

- Workgroup Meeting Reports
- Railroad Response Discussion
- Chemical Safety Executive Order 13650

HANDOUTS:

- Ballot For 2014 RRT III Meetings

MEETING NOTES:

Mr. Wright and Mr. Ormes welcomed all the committee members and opened the meeting. What should the RRT be focusing on at the present time and in the foreseeable future?

Many of the RRTs' initiatives are training initiatives. How much contact is there with the Local Emergency Planning Committees (LEPCs)? In Region III, the LEPC link is with the Sub Area On-Scene Coordinators (OSCs) and the USCG Area committees. Unfortunately, that link has been much reduced as of late. EPA Region III has a small staff (27 OSCs) to address all of the LEPCs in the region. No additional EPA resources are available to address this gap. Internally, EPA is trying to determine a better way forward in respect to interactions with the LEPCs.

Following the 2013 chemical fertilizer plant explosion in West, Texas, on August 1, 2013, President Obama signed Executive Order (EO) 13650 – Improving Chemical Facility Safety and Security to improve chemical facility safety and security. The EO created an interagency workgroup that established a pilot project in RRT Region II “*leveraging the diversity of experience, capability and perspective among several federal agencies, state agencies and local responders. The pilot, the Effective Chemical Risk Management Project, Federal Region 2 (ECRM2), will help to identify the best ways in which we can improve our national management of chemical risk, and where we should be targeting our resources in order to achieve the best possible result for the American people.*”

A lot of initiatives are regulatory-based (one call location for facility-specific information, exercises, training, Tier 2 data management, Subject Matter Experts [SMEs] for first responders, etc.) and are being used to try and reinvigorate the RRT involvement. RRT3 is creating a workgroup on the RRT to work this forward; Region II does not approach inland area

committees like Region III does, so there are no inland links in Region II like we would have in Region III. We need to take a look at what Region II is doing and see if Region III can adopt or utilize components of their planning. We can reach out to the states to see if the RRT can assist the states.

Federal Railroad Administration (FRA) Executive Order 28 (EO-28) was initiated to address planning and preparedness requirements for railways using unit trains moving more than 1 million gallons of crude oil. The EO-28 specifies notification requirements until regulations are finalized. The RRT will be receiving more notifications from the FRA. In light of the recent Lynchburg, Virginia incident we have lessons to learn from the Virginia Department of Environmental Quality (VDEQ) and Chris Wagner from EPA. During the response, there was no formal involvement by USCG or NOAA. We can look into how to provide information and updates more effectively and quickly to the RRT membership.

Dave Ormes has been talking with EPA's Mark Howard about trains and response planning for railroad transportation. The question was asked by the Executive Committee membership if this group will get the chance to review and comment on the FRA plans that are for the rail transport; not the position of rail cars that are on facility property (facilities that house oil train cars are required to have response plans in place). Currently, the railroad companies, as commerce transportation resources, are not required to have plans in place. However that does not mean that the railroads do not have an efficient means to address responses – the railway industry has developed and implemented response best practices.

What about pipeline plans? The Bakken crude oils will be transported by pipeline as well. Can we view the pipeline plans as well as an RRT?

Hurricane Season begins June 1, 2014. This RRT needs to get the functionality back. With the recent retirements and the reduction of number meetings per year, it was requested and agreed that the RRT will have two meetings a year and will hold two conference calls in between.

NEXT RRT III MEETING:

The next RRT meeting will be November 4-6, 2014 in Lancaster, PA. Participants are encouraged to check for updates at the RRT Region III website at: <http://www.rrt3.nrt.org/>. The Regional Contingency Plan (RCP) homepage website address is <http://www.rrt3-rcp.nrt.org/>.

The meeting was adjourned at 1700.

INFORMATION MANAGEMENT WORKGROUP MEETING
Rehoboth Beach, Delaware
Tuesday, May 13, 2014
1500 - 1530

COMMITTEE CHAIRPERSON:

Maryann Toniazzo, General Services Administration (GSA)

AGENDA:

- **PRESENTATION: The National Oceanic and Atmospheric Administration's (NOAA's) Nautical Charts are Changing with the Times**

MEETING NOTES:

Ms. Maryann Toniazzo, GSA, welcomed all workgroup members and other Regional Response Team (RRT) members that were present.

PRESENTATION: NOAA's Nautical Charts Products and Other Tools for Coastal Resilience (Mrs. Denise Gruccio, NOAA Navigation Manager, Mid-Atlantic Region)

This presentation is provided in its entirety on the RRT Region III website at: <http://www.rrt3.nrt.org>. For additional information or if you have any other questions on this topic, please contact Lieutenant Commander (LCDR) Denise Gruccio (Denise.Gruccio@noaa.gov; 757-441-6746 x116) or visit the website: www.nauticalcharts.noaa.gov for additional information.

The Office of Coast Survey conducts hydrographic surveys to measure the depth and bottom configuration of water bodies and use the data to update nautical charts and develop hydrographic models. Increasingly, the hydrographic data is used for multiple purposes, through the Integrated Ocean and Coast Mapping program. Other products include coastal intelligence – gathering environmental data to make it actionable and to make it better for use by coastal communities.

Next, LCDR Gruccio provided a summary of NOAA's role and responsibilities as a supporting agency under Emergency Support Function (ESF) 1, 3, and 10. The Office of Coast Survey also has a variety of assets it can bring to a response including research vessels, small vessels, side scan sonar, aerial surveillance, etc. They are currently reaching out to other agencies to ensure that government agencies understand what the Coast Survey team can bring to assist with a response or other issue and conducting Listening Sessions with the U.S. Coast Guard (USCG) / NOAA / the U.S. Army Corps of Engineers (USACE) to hear from the "customers" what needs to be done and modifications needed to make the technology work better and smarter. Regionally, the next listening session in Region III will be held on May 22, 2014 in Hampton Roads, Virginia at the Renaissance Hotel.

Currently, NOAA maintains over 1,000 nautical charts; NOAA provides nautical charts and other products for the safe navigation of maritime commerce in U.S. territorial waters and the U.S. Exclusive Economic Zone (EEZ). This area contains 3.4 million square nautical miles, extends 200 nautical miles offshore from the nation's coastline, and includes some 2,000 charts. The U.S. has 95,471 miles of shoreline (including U.S. territories).

These nautical charts are updated weekly and all critical information is updated while also looking to improve look and readability of the charts. All charts are available for download (PDF and other formats including Raster) from the NOAA Charts website, making data more accessible for various platforms including smaller tiles for smart phones. This includes marine spatial planning and coastal resilience efforts. Using the ENC Direct to GIS web application (<http://encdirect.noaa.gov/>) users can download each layer as a shape file for Geospatial Imaging System or print out a graphic. The system is capable of mapping Coastal Hazards and supports storm surge modeling. Quick-look products provide information on storm surge and storm surge messaging to end users.

The PORTS – Physical Oceanographic Real-Time System – is a series of buoys and other sensors that measures and disseminates real-time observations, forecasts, etc. For more information, go to <http://www.geoplatform.gov/noaa/noaa-home> for a source for GIS data layers.

Many areas portrayed on nautical charts have never been adequately surveyed because of the limitations of historical technology. The NOAA Hydrographic Survey Priorities (NHSP) is a snapshot of areas in greatest need of modern surveying.

Additional Nautical Charting products include:

- Print-on-Demand paper charts meet carriage requirements;
- Free downloadable PDFs (need plotter or crop/reduce image for home printing);
- BookletCharts print out on 8 ½ x 11 paper;
- NOAA ENC® and NOAA RNC®;
- Online chart viewer; and
- U.S. Chart #1 – now includes ENC symbols.

The meeting was adjourned at 1530.

INLAND AREA COMMITTEE MEETING
Rehoboth Beach, Delaware
Tuesday, May 13, 2014
0830 - 1220

COMMITTEE CHAIR:

Richard Fetzer, U.S. Environmental Protection Agency (EPA), On-Scene Coordinator (OSC)

AGENDA:

- Welcome, Opening Remarks, and Introductions
- Status of Inland Area Contingency Plan (IACP) Review and open floor for comments on The Sub-Area Contingency Plans (SACP) Volumes
- **PRESENTATION:** Addressing the Uncertainty and Requirements for Oil Spill Response Consultations – Endangered Species Act (ESA), Essential Fish Habitat (EFH), National Historic Preservation Act (NHPA), Executive Order (E.O.) 13175, and Native American Graves and Repatriation Act (NAGPRA).
- IACP Update Process
- **PRESENTATION:** IACP Viewer or Geospatial Information System (GIS) Tabletop Exercise (TTX) Presentation – Railroad Scenario
- **PRESENTATION:** Delaware’s OIL by RAIL Routes
- **PRESENTATION:** Railroad Incident Response

HANDOUTS:

- Regional Response Team (RRT) III Meeting Schedule & Agenda
- Region III Inland Area Committee Agenda, May 13, 2014
- Norfolk Southern Railroad Emergency Response Planning Guide (September 2013)
- Norfolk Southern Rail Transportation of Petroleum Crude Oils

MEETING NOTES:

Welcome, Opening Remarks, and Introductions

Mr. Richard Fetzer (EPA), chairperson, welcomed all participants and had everyone introduce themselves and state their agency affiliation. Four of our IACP Volumes (including three Sub-Areas) were promulgated April 28, 2014.

Status of the IACP Review / Comments on SACP Volumes

For additional information or to review a copy of this presentation, refer to <http://www.rrt3.nrt.org/> under the “Recent Initiatives” topics page.

Mr. Fetzer told the participants that the update of the IACP is completed for Volume I and nearly complete for all Sub-Area planning.

Mr. Fetzter provided the membership with a quick overview of the current updated plan. The IACP is comprised of 15 volumes – Volume I is the overall base plan, the other 14 volumes are the Sub-Area Contingency Plans (SACPs) for the region. At present, four of the 15 volumes have been promulgated. Five (5) SACPs Volumes have been submitted to the IAC members for final comment and review:

- V - Southcentral Pennsylvania – Greg Ham lead OSC
- VIII - Northwest Pennsylvania – Vince Zenone / Eugene Dennis
- X - Shenandoah Valley – Don McLaughlin lead OSC
- XI - Upper Chesapeake – Eugene Dennis lead OSC
- XIV - Northcentral West Virginia – Raj Sharma

There are specific requirements that must be met for each SACP (**Table 1** below). Today we are going to consider these five SACPs for recommendation of Promulgation.

Table 1. List of Information Requirements for Region III Sub-Area Planning

Required Information	
Response Systems and Policies	Information in addition to Volume I that is specific to each sub-area
HAZMAT Teams	List of county's own hazardous materials and items (HAZMAT) team or county's contracted team and contact information for each
Contractors (Clean-up, Transport, Disposal, Consultants)	Provide in a list or table format to include county level contractors that can be used for clean-up activities, transport of waste materials, disposal activities, and various consultants that may be called upon during an incident
Equipment Resources	List of equipment managers/equipment located in sub-area/counties (contact information if available)
Information/Data that may be included in the IACP GIS Viewer and/or County Facts Sheets	
Geographic Area of Responsibility	Define the counties included within your sub-area including a map
County Emergency Management Agencies	Contact information for agency/persons responsible for emergency management within sub-area counties.
Elected Officials	Contact information for elected officials within the sub-area
Hospital Contacts and Capabilities	Names/locations/information of hospitals and their emergency response capabilities within the sub-areas (i.e., trauma, able to handle HAZMAT or contaminated patients)
Mutual Aid Agreements	Discuss specific Memorandums of Agreement (MOAs) established within your sub-areas.
Water Intakes and Downstream Notifications	Provide a table listing identified water intakes located within your sub-area (counties). Water intakes are bodies of water from where local water departments collect and distribute water for county-wide use.
Facility Response Plans	Provide a list of the FRP Facilities
Spill Prevention Control and Countermeasure/Preparedness, Prevention, and Contingency/Spill Prevention Response Plans	Provide a list of the SPCC Facilities
SARA Facilities List	Provide a list of the Superfund Amendments and Authorization Act (SARA) Title III Facilities.
RMP Facilities List	Provide a list of the Risk Management Plan (RMP) Facilities.

The process for promulgating the IACP Volumes includes: 1) OSC provides SACP to Rich to recommend for promulgation, 2) next, the SACPs are distributed to Inland Area Committee

(IAC) for review and comment, and 3) once recommended by IAC for promulgation, the plan will be presented to EPA Regional Director for promulgation.

Mr. Fetzter then opened up the discussion to the membership to provide their review and comment on the individual subarea plans. The discussion included:

- DOI will do a quick review of each SACP.
- US Coast Guard moving towards having relevant authority's sign the area plans to make sure they have been reviewed before they signed it. Maybe the IAC can use Local OEM network for approval and with a signature on that, there is proof that they have seen/reviewed the plan. At the present time, there is no formal signatory process. Would the state RRT3 Representatives like to become part of the process?
 - Mike Dorsey, WV DEP – it is important for the plans to be consistent between themselves and the region. But it is not necessary for the states to sign off on them.
 - Ben Anderson, DE DNREC – some of the problems that were associated with recent spills (e.g., Ashland Oil Spill) were because the local authorities did not know the IACP and the SACP existed. One solution is to present the plans to the Local Emergency Planning Commission (LEPC) meetings. David Ormes, USCG RRT3 Co-chair recommended that the Region should engage the LEPCs and educate them on the regional planning documents.
- Also as a component of the IACP, we need to exercise the plan to ensure its effectiveness and accuracy. We want to have a small table top exercise for the plan during one of the coming meetings.

PRESENTATION: Addressing the Uncertainty and Requirements for Oil Spill Response Consultations – ESA, EFH, NHPA, E.O. 13175, and NAGPRA. (Debra Scholz, SEA Consulting Group)

This presentation is provided in its entirety on the RRT Region III website at: <http://www.rrt3.nrt.org> under the “Recent Initiatives” topics page. For additional information or if you have any other questions on this topic, please contact Debbie Scholz (dscholz@seaconsulting.com; 843-367-5126) or Lindy Nelson (Lindy_nelson@ios.doi.gov; 202-208-3811).

Ms. Scholz provided the membership with an overview on the required consultation mandates that direct the Federal OSCs (FOSCs) to conduct planning for and consultations during a response. This presentation addresses consultations that are being evaluated on local, regional and national scales. Interpretations of regulations that govern consultation mandates and best ways to apply and comply with them have been reviewed and evaluated by many different entities from the U.S. Coast Guard (USCG), Environmental Protection Agency (EPA), National Oceanic and Atmospheric Administration (NOAA), Department of the Interior (DOI), U.S. Fish

and Wildlife Service (USFWS), National Marine Fisheries Service (NMFS), National Park Service (NPS), and others. While there is no consensus among all regarding the best and most correct interpretations and application of the regulations, the authors of this paper endeavored to present some of the most vetted views that could be obtained from the various stakeholder agencies. While there is not agreement in all areas, and more work is needed to move forward in a consensus effort, it is the intention of this paper to assist in that process. This effort is the authors' attempt to provide suggestions and ideas to further discussion and resolution of these uncertainties regarding Consultations.

At the RRT level, we need to ensure that we address the consultation requirements for the Region and the inland area planning documents.

PRESENTATION: IACP Viewer (GIS) Tabletop Exercise (TTX) – Railroad Scenario
(Fran Curtis, Weston Solutions, Inc.)

The IACP Viewer contains sensitive information and therefore is not available to the general public. In order to access/utilize the IACP Viewer, you will have to be granted permission and supplied with a username and password. The designated FOOSC for the Region III IAC, Richard Fetzer, will be the only person able to grant access to the IACP Viewer. Currently, the information can be accessed by EPA employees but there are limits to access for other users; we want to open it up for others to use this tool. In order to gain access, complete the EPA Region III IACP Viewer Access Request form and return it to Robin Dermigny or Rich Fetzer.

Fran Curtis provided the membership with a brief overview of the IACP Viewer from the online tool. The IACP Viewer is designed to provide updated information for the OSCs as additional data is requested and to have new layers added as they become available. The GIS analyst can assist and generate new data during a response. She showed the membership the new improvements made to the Viewer, including the spill report notifications by the National Response Center. Unfortunately, the IACP viewer only has access to those incidents under EPA response authority; the USCG-led incident reports are not currently being portrayed on the IACP Viewer. It would be a simple addition if links to existing data layers are available. Linking to layers already in existence and maintained by a data manager is the preferred method to providing data on the IACP Viewer; this reduces the amount of data processing and maintenance involved for each update.

IACP Update Process

The IACP (and Viewer) will be updated annually. The update schedule will begin in January with review and updates; and completing the review and comment period by the end of April each year. The key items to be reviewed include:

- Contact information;
- MOU-MOA reviews for relevancy;
- County Fact Sheets; and
- Other “hot topic” items to be addressed that have come to light during RRT conferences.

The EPA OSCs will certify that they have reviewed their respective SACP volumes – ensuring it is current and up to date. The updated volumes will be available in time for the May RRT3 meeting.

PRESENTATION: Delaware’s OIL by RAIL Routes: GIS-based Response Maps (Bennett Anderson, Delaware Department of Natural Resources & Environmental Control – WAB)

This presentation is provided in its entirety on the RRT Region III website at: <http://www.rrt3.nrt.org> under the “Recent Initiatives” topics page. For additional information or if you have any other questions on this topic, please contact Ben Anderson (Bennett.Anderson@state.de.us; 302-739-9939).

Mr. Anderson provided the membership with an overview on a GIS tool developed for Delaware first responders that provides a ½ mile response boundary for the railroads in the three Delaware counties. The map product is being developed to provide the first responder with a quick snapshot of the potential resources of concern within the ½ mile zone on either side of the track. In addition, the 1,000 foot distance is also marked for both sides of each track. Data layers currently include locations of all daycares, adult homes, fire hydrants, etc. that exist within the ½ mile distance from each track. Additional layers can be added as identified. The results can be printed and laminated for first responders (static), or they can be updated during a response (electronic).

This strengthens the need for additional coordination between the various responder levels/communities within the response community. This first responder tool is currently available as an application for smartphones and tablets.

PRESENTATION: Rail Transportation of Petroleum Crude Oil (William Oertly, Hazardous Materials Compliance Officer, Norfolk Southern)

This presentation is provided in its entirety on the RRT Region III website at: <http://www.rrt3.nrt.org> under the “Recent Initiatives” topics page. For additional information or if you have any other questions on this topic, please contact William Oertly (William.Oertly@nscorp.com; 540-524-5965).

Mr. Oertly provided the membership with a review on the rail transportation and provided several handouts. He provided the membership with information on the characteristics of the different types of crude oil being shipped as well as the construction of tank cars, and response procedures/actions already in place by the railroads.

Next, Mr. Oertly provided information about real-world train derailments/casualties including Luther, Oklahoma (August 2008) and Lac-Megantic, Quebec, Canada (July 2013), and the resulting emergency order:

- **Federal Railroad Administration (FRA) Emergency Order 28 (EO-28)** – *Attendance and Securement on Mainline Track & Mainline Sidings Outside Yards & Terminals*. EO-28 was issued August 7, 2013 to ensure that certain unattended trains and vehicles on mainline track or mainline siding outside of a yard or terminal are properly secured against unintended movement. EO-28 requires:
 - No train may remain unattended on a mainline or mainline siding until RR develops and complies with a plan which complies with EO-28. The plan must address safety concerns and justifications for non-attendance. FRA must be notified when a railroad has developed a plan. Plan must be made available to FRA upon request.
 - Develop processes for securement of unattended trains or vehicles transporting specified hazardous materials.
 - Review and verify, adjust as required, existing procedures and processes related to the number of hand brakes to be set on unattended trains and ensure the means of verifying that number is appropriate.
 - Implement operating rules and procedures requiring the discussion of securement for any job that will impact or require the securement of any train or vehicle in the course of the work being performed.
 - Develop procedures to insure that a qualified railroad employee inspects all equipment that any emergency responder has been on, under, or between for proper securement before the train or vehicle is left unattended.

NEXT MEETING:

The next RRT meeting will be held November 4-6, 2014 in Lancaster, Pennsylvania. Participants are encouraged to check for updates at the RRT Region III website at: <http://www.rrt3.nrt.org/>. The Regional Contingency Plan (RCP) homepage website address is <http://www.rrt3-rcp.nrt.org/>.

The meeting was adjourned at 1215.

SPILL RESPONSE COUNTERMEASURES WORKGROUP
Rehoboth Beach, Delaware
Wednesday, May 13, 2014
1320 - 1345

CHAIRPERSON:

Kevin Boyd, U.S. Environmental Protection Agency (EPA)

AGENDA:

- Workgroup updates
- **PRESENTATION:** Emergency Planning and Community Right-to-Know Act – Overview of EPCRA Sections 302-312 & CERCLA 103

MEETING NOTES:

Mr. Boyd opened the meeting and welcomed everyone.

PRESENTATION: Emergency Planning and Community Right-to-Know Act – Overview of EPCRA Sections 302-312 & CERCLA 103 (Perry Pandya, USEPA Oil Programs)

This presentation is provided in its entirety on the RRT Region III website at: <http://www.rtt3.nrt.org> under the “Recent Initiatives” topics page. For additional information or if you have any other questions on this topic, please contact Perry Pandya (Pandya.Perry@epa.gov; 215-814-2167).

Mr. Pandya provided the membership with a summary of the Emergency Planning and Community Right-to-Know Act (EPCRA)(40 CFR Parts 355 and 370) and the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) (EPCRA Sections 302-312 & CERCLA 103). EPCRA is a federally mandated program that enables Federal, State and local authorities to effectively prepare for and respond to chemical accidents. There are four major provisions within EPCRA:

- Emergency Planning Notification (Sections 302-303)
- Emergency Release Notification (Section 304)
- Hazardous Chemical Storage Reporting (Sections 311-312)
- Toxic Release Inventory (TRI) Reporting (Section 313)

Mr. Pandya proceeded to provide the membership with additional details about the four provisions of EPCRA, including the various roles and responsibilities associated with each provision.

NEXT MEETING:

The next RRT meeting will be held November 4-6, 2014 in Lancaster, Pennsylvania. Participants are encouraged to check for updates at the RRT Region III website at: <http://www.rtt3.nrt.org/>. The Regional Contingency Plan (RCP) homepage website is <http://www.rtt3-rcp.nrt.org/>.

The meeting was adjourned at 1345.

REGION III STANDING REGIONAL RESPONSE TEAM (RRT) MEETING
Rehoboth Beach, Delaware
Wednesday, May 14, 2014
0830 to 1530

STANDING RRT CHAIRPERSONS:

David Wright, U.S. Environmental Protection Agency (EPA) Region III;

David Ormes, Mr. David Pugh (Alternate), and Rear Admiral (RADM) Stephen Metruck, U.S. Coast Guard (USCG) District 5.

AGENDA:

- Convene, Introductions, and Co-Chairs' Opening Remarks
- Welcome to Rehoboth Beach, Delaware
- Introduction of RADM Stephen Metruck, Fifth Coast Guard District Commander
- Regional Response Team (RRT) III Coordinator's Report – Cindy Santiago, EPA
- **PRESENTATIONS**
 - Federal On-Scene Coordinator (FOSC) Report to the RRT: OPFLEX Technology Demonstration at leaking wells in Pennsylvania
 - National Strike Force Recent Cases and Updates
 - Bakken Crude Oil Train Derailment Sector Delaware Bay
 - Bakken Oil Spill Barge E2MS 303 on the Lower Mississippi River
 - Achieving Total and True Commonality with Collaboration Between Stakeholder Common Operation Pictures (COPs)
- **PANEL DISCUSSION**
 - Bakken Crude Oil Panel Discussion
- **State/Commonwealth Reports**
 - Delaware – Ellen Malenfant, Delaware Department of Natural Resources and Environmental Control (DE DNREC)
 - Delaware – Ben Anderson, DE DNREC – Water Advisory Board (WAB)
 - Maryland – Geoffrey Donahue, Maryland Department of the Environment (MDE)
 - Pennsylvania – Kerry Leib, Pennsylvania (PA) Department of Environmental Protection (DEP) – Not present
 - Virginia – Gregory Britt, Virginia Department of Emergency Management (VDEM)
 - Virginia – Keith Prim, Virginia (VA) Department of Environmental Quality (DEQ)
 - West Virginia – Michael Dorsey, West Virginia (WV) Department of Environmental Protection (DEP)

- District of Columbia – Yohance Fuller, District Department of the Environment (DCDOE) – Not present
- **Federal On-Scene Coordinator (FOSC) Reports (Area Committee Reports)**
 - EPA Region III On-Scene Coordinator (OSC) EPA
 - Sector Delaware Bay (Delaware Bay Area Committee)
 - Sector Baltimore (Baltimore Area Committee)
 - Sector Hampton Roads (Virginia and Coastal Maryland Area Committee)
 - Sector North Carolina (Coastal North Carolina Area Committee)
 - Sector Buffalo (Lake Erie Area Committee)
 - Marine Safety Unit (MSU) Huntington
 - Marine Safety Unit (MSU) Pittsburgh (Port of Pittsburgh Area Committee) – not present
 - Sector Ohio Valley
- **Agency Reports**
 - Department of Commerce (DOC) – National Oceanic and Atmospheric Administration (NOAA) – Frank Csulak, Scientific Support Coordinator (SSC)
 - Department of Interior (DOI) – Lindy Nelson
 - Agency for Toxic Substances and Disease Registry (ATSDR) – Bob Helverson
 - Federal Emergency Management Agency (FEMA) – Dick Polley
 - General Services Administration (GSA) – Maryann Toniazzo
 - Department of Defense (DOD) – U.S. Navy – not present
 - U.S. Army Corps of Engineers (USACE) – William Rogers – not present
 - U.S. Department of Agriculture (USDA) – Forest Service – not present
 - Department of Transportation (DOT) – Pipeline and Hazardous Materials Safety Administration (PHMSA) – Alex Dankanich
 - Department of Homeland Security (DHS)/ Protective Security Advisor (PSA) – Ray Hannah
 - Department of Energy (DOE) – Steve Johnson – not present
 - Department of Justice (DOJ) – Bob Brook – not present
 - Department of Labor (DOL) – Occupational Safety and Health Administration (OSHA) – Adam Hamrick
- **Closing Remarks and Adjournment**

HANDOUTS:

- RRT III Meeting Schedule and Agenda – Wednesday, May 14, 2014
- Ballot for 2015 RRT III Meetings

- Vince Zenone (EPA) OPFLEX Study
- Inland Area Committee Activities Report – May 2014
- Sector Buffalo FOSC Report – November 2013

MEETING NOTES:

Mr. Wright and Mr. Ormes welcomed everyone. They expressed their thanks to everyone who attended this RRT meeting and that participated in this week's meetings and events. Thanks to everyone for making this meeting memorable.

From Executive Committee Meeting – There is interest in reinvigorating the RRT; we want to schedule conference calls between meetings to keep our membership in touch and involved. Additionally, this RRT needs to address the pre-planning requirements for Endangered Species Act (ESA), Essential Fish Habitats (EFH), National Historic Preservation Act (NHPA), and Tribal consultations for response.

WELCOME TO REHOBOTH BEACH, DELAWARE:

Ellen Malenfant welcomed everyone to Rehoboth Beach, Delaware. Mrs. Malenfant introduced Mr. Joe Thomas, the Director Sussex County Emergency Operations to encourage everyone to take the time to explore this area and enjoy the surrounding area.

Joe Thomas, Director Sussex County Emergency Operations

Welcome again to the RRT membership to Rehoboth Beach. Thank you for choosing Rehoboth as your meeting place. We appreciate all that you do and we know who to call with a problem. We need to do more exercises and interactions to strengthen our relationships.

Sussex is the largest county in Delaware and one of the largest counties east of the Mississippi River. Tourism at the beach and agriculture are the top industries in the county. Thankfully, there have only been minor incidents in the county. The biggest potential hazards are the Nor'easters and the highway corridor and rail systems transporting large quantities of hazardous materials. All Fire Departments in Delaware are Volunteer-based, except for the Wilmington Fire Department. Hazardous materials responses are the responsibility of DNREC, although HAZMAT decon is conducted by the county units.

RADM STEPHEN METRUCK, FIFTH COAST GUARD DISTRICT COMMANDER:

Dave Ormes introduced RADM Metruck to the membership. He was pleased to be a part of this meeting; he had taken over the job two weeks ago. RADM Metruck spent three years in DC working on resources for USCG. Entered into the response field in 1987 while stationed in Tampa, Florida. Lots of partnerships. The role of the RRT has increased beyond oil and hazardous materials response over time especially since the Oil Pollution Act (OPA) of 1990. As the District 5 Commander he will attend the RRT as available. We need to work on relationships for response and partnerships. He wanted to continue to educate the USCG on issues, especially

with the increasing potential for Bakken crude oil issues, as well as coal ash and how these responses will impact the RRT membership. RADM Metruck is looking forward to attending the other meetings and becoming more familiar with this Area of Responsibility (AOR).

“Thank you for all you do. It is appreciated.”

RRT III COORDINATOR’S REPORT:

Cindy Santiago (EPA) welcomed and thanked all speakers and participants of the meetings on Tuesday of this week for their many interesting presentations and educational opportunities. “We appreciate everyone’s participation.”

Our RRT meeting schedule has shifted to 2 meetings a year. The tentative date for our next RRT III meeting is tentatively scheduled for November 4-6, 2014 in Lancaster, Pennsylvania.

Ms. Santiago reported the following:

- **Region I:** next RRT meeting is scheduled May 28-29, 2014 in Portsmouth, New Hampshire. For more information go to: <http://www.rrt1.nrt.org/production/NRT/RRT1.nsf/AllPages/rrt1.html>.
- **RRT II:** next meeting has not been scheduled; last meeting April 9-10, 2014 in Albany, New York. For more information go to: <http://www.rrt2.nrt.org/production/NRT/RRT2.nsf/AllPages/rrt2.html>.
- **Caribbean RRT (CRRT):** next meeting will be held in May 2014 in St. Thomas, USVI. For more information go to: <http://www.crrt.nrt.org/>.
- **RRT IV:** next meeting has not been scheduled; the last meeting was February 11-13, 2014. For more information go to: <http://www.rrt4.nrt.org/>.
- **RRT V:** next meeting has not been scheduled; the last meeting was April 29-30, 2014 at Minneapolis, Minnesota. For more information go to: <http://www.rrt5.org/Home.aspx>.
- **National Response Team (NRT)/RRT Co-chairs Meeting** was held March 2014 in Atlanta, Georgia.
- **Clean Gulf 2014 Conference:** December 2-4, 2014 San Antonio, Texas. For more information, go to: <http://www.cleangulf.org/>
- **International Oil Spill Conference:** was held May 5-9, 2014, Savannah, Georgia. For more information go to: <http://www.iosc.org/>

Dave Wright (EPA Co-chair) explained that Ms. Santiago is an OSC but is also overseeing the emergency response operations at the Regional Response Center (RRC). EPA Region III will soon be replacing Linda Marzulli’s position for administrative duties related to the RRC; once that position is filled, the RRT III membership will be notified. If you have topics or suggestions for training or presentations please contact Cindy Santiago, EPA, at Santiago.Cindy@epa.gov, or David Pugh, USCG, at David.Pugh@uscg.mil.

The RRT and Region III website’s web address is; <http://www.rrt3.nrt.org/>. The Regional Contingency Plan (RCP) Homepage website address is located at: <http://www.rrt3-rcp.nrt.org/>.

PRESENTATIONS:

FOSC Report to the RRT: OPFLEX Technology Demonstration of Miscellaneous Oil Spill Control Agent (MOSCA) at leaking wells in Pennsylvania – Vince Zenone, EPA OSC

This presentation is provided in its entirety on the RRT Region III website at: <http://www.rtt3.nrt.org> under the “Recent Initiatives” topics page. For additional information or if you have any other questions on this topic, please contact Vincent Zenone (Zenone.Vincent@epa.gov; 215-814-3267).

OSC Zenone provided a summary presentation on a Miscellaneous Oil Spill Control Agent (MOSCA) deployed by Opflex Solutions (“OPFLEX”) in response to leaking wells located on an abandoned on-shore oil production facility (“the Norris Oil – Schenfield Lease”) in Duke Center, McKean County, Pennsylvania.

OSC Zenone commenced his presentation with some salient background information. Since the late 1980’s, the Pennsylvania Department of Environmental Protection (“PADEP”) had followed-up a variety of reports about leaking wells and other complaints about the Norris Oil – Schenfield Lease. In June 1989, the Environmental Protection Agency Region III (“EPAR3”) Water Management Division issued a Notice of Violation and a Draft Administrative Order to the Norris Oil Company for violations of the underground injection control regulations at the Schenfield Injection Facility (e.g. four injection wells associated with the Norris Oil – Schenfield Lease). In October 2012, the operator of the facility passed away, and reports/complaints from the landowner and local environmental groups increased. The owner(s) of the facility predeceased the operator. In January 2013, PADEP requested assistance from EPAR3’s Underground Injection Control (“UIC”) Program to plug wells at the now inactive oil production facility. EPAR3 UIC Program informed OSC Zenone of the situation. OSC Zenone and EPAR3 UIC Program inspector met with PADEP in January 2013, to assess the situation. Although the owner/operator were deceased, the facility was not abandoned in accordance with PADEP regulatory definition of abandonment, therefore, OSC Zenone suggested PADEP continue lead agency responsibilities and take enforcement actions against the Estate of the last known owner/operator. In July 2013, EPAR3 received a request from Senator Bob Casey’s office requesting EPAR3 contact his constituents in regards to correspondence his office received from a local chapter of *Clean Streams – PA* regarding leaking wells on the Norris Oil – Schenfield Lease, adverse effects on the property of the landowners, groundwater contamination and concerns about discharging into Knapp Creek. In July 2013, OSC Zenone and inspectors from the EPAR3 UIC Program followed-up and conducted an on-site inspection in conjunction with an on-site inspection conducted by representatives of PADEP’s Emergency Response Program and Oil & Gas Management Program. Conditions at the facility were poor at best, and with the owner/operator deceased, no maintenance had been undertaken for quite some time. Among a number of leaking wells at the facility, one leaking well was found to have discharged crude oil into Knapp Creek, and OSC Zenone determined that the well continued to pose a substantial threat to discharge crude oil into Knapp Creek. Although PADEP retained lead agency responsibilities and would use its authorities to order the Estate of the last known operator to plug the wells, OSC Zenone determined actions were required to abate the discharge of oil into Knapp Creek from one of the leaking wells. In August 2013, OSC Zenone hand-excavated a trench

between the well and the stream and traditional sorbents were deployed by the OSC to prevent oil from entering into Knapp Creek pending the outcome of PADEP's enforcement actions.

On November 14, 2013, the landowner informed OSC Zenone that a company had offered to deploy sorbents at a number of leaking wells. OSC Zenone informed the landowner that EPAR3 had no problem with any other person (third party) taking action, however, EPAR3 was not otherwise endorsing the third party's removal actions, nor would EPAR3 compensate the third party for its activities. Presuming the third party was local to the area, and as the OSC was always looking for local vendors in his northwestern Pennsylvania sub-area, OSC Zenone asked the landowner to provide his contact information to the third party. Subsequently, OSC Zenone discovered that the third party was OPFLEX and the product being deployed was not recognized by the National Oil and Hazardous Substances Pollution Contingency Plan ("NCP") as a sorbent; instead it had been classified as a MOSCA by EPA-Headquarters ("HQ"). Upon discussion of OPFLEX with EPA-HQ Nick Nichols, and upon consultation with PADEP and concurrence of the Regional Response Team ("RRT") co-chair Mr. David Wright, OSC Zenone authorized a trial demonstration of the MOSCA and, as a condition of the demonstration, required OPFLEX to submit a report on the product's use and effectiveness at the Norris Oil – Schenfield Lease.

In his report-out to the RRT, OSC Zenone summarized the information as provided to him by OPFLEX in a PowerPoint presentation. The OPFLEX material was deployed in several forms (e.g. sheets, pads, eelgrass, pom-poms, booms) at the Norris Oil – Schenfield Lease. One of the selling points of the OPFLEX material is that it can be wrung-out and reused; however, OSC Zenone cautioned the RRT that the result may be the generation of three (3) waste streams: oil, water and expended OPFLEX. Although OPFLEX has yet to provide the OSC with information regarding the amounts of oil recovered through the use of its product, and the disposition of the waste streams generated, strips of "eel grass" and/or "pom-poms" which had been deployed in Knapp Creek for 30 days were cut off by OPFLEX, containerized in sampling jars and transported to a laboratory for analysis. The resultant analytical data was provided to OSC Zenone by OPFLEX; indicating the expended material contained 11 parts per million (ppm) arsenic, 141 ppm barium, and detectable levels of chromium, lead, and mercury. However, there was no other information provided by OPFLEX to compare those concentrations with naturally occurring, or background, concentrations. More importantly, because this authorization was for a trial application to determine the effectiveness of OPFLEX as a miscellaneous oil spill control agent, the OSC expressed his disappointment that there has been no information provided by OPFLEX amount of oil recovered in the OPFLEX to date. Therefore, the OSC was unable to evaluate, or otherwise report-out to the RRT on how effective OPFLEX was as a miscellaneous oil spill control agent during its deployment at the Norris Oil – Schenfield Lease.

For additional details, see the report posted to the RRT III website.

National Strike Force Recent Cases and Updates – Lieutenant Commander (LCDR) Dave Reinhard, Atlantic Strike Team

This presentation is provided in its entirety on the RRT Region III website at: <http://www.rtt3.nrt.org>. If you have any other questions on this topic or for additional information, please contact LCDR Reinhard (David.J.Reinhard@uscg.mil; 609-724-0008 x 204). Website is <http://www.uscg.mil/hq/nsfweb/>.

Mr. Reinhard provided the membership with an overview on the recent cases and events that involved the National Strike Force's Atlantic Strike Team in recent years. Each Strike team (Atlantic, Gulf, and Pacific) consists of a 10-member national strike team. Most recently, the National Strike Force has been involved with several on-river salvage operations.

- Enbridge recovery efforts – working with contractors and site safety, air monitoring for current operations including dredging.
- Morrow Power Plant – abandoned facility; large number of unknown drums/containers and an asbestos dump site. The Strike Team conducted sampling and air monitoring which have now concluded; the team also worked with contractors on sampling, waste stream monitoring, and disposition.
- Tug Stephen L Colby – this was a salvage operation in Le Claire, IA. Strike Team served as conduit between the salvage master for USCG Salvage Engineering Response Team (SERT) and site safety.
- Marseilles Dam Breakaway – Marseilles, Illinois, located on the Illinois River, experienced flood and lock issues in 2013 including several barges that broke away and blocked several locks. This was a large response with significant engagement of the US Army Corps of Engineers (USACE); this proved to be a good interaction with the salvage contractors. Two locks were permanently damaged. The Strike Team coordinated with Salvage and conducted site safety monitoring.
- Superbowl 48 support – performed standby and pre-staged (2 teams) for decon and for monitoring for EPA.
- Samoa Paper Mill remediation – 70 acre facility now owned by Harbor District, Eureka, CA (Humboldt Bay). The facility has approximately 30 bulk storage tanks in various states of decay contain approximately 4 million gallons of pulping liquor – a highly corrosive liquid (> 13 pH) and approximately 10,000 gallons of sulfuric and hydrochloric acids. In addition, approximately 10,000 gallons of fuel and turpentine, as well as, over 3,000 tons of corrosive sludge are on-site. It was observed that the majority of tanks are leaking and also accumulating rain water. The facility is located on Humboldt Bay that is home to a wide variety of threatened and endangered species and is also the center of a growing and vibrant shell fish industry (i.e., oyster and clam beds). The facility is also within 800 yards of the Pacific Ocean. The response identified other businesses that can reuse the pulping liquors; but locating a barge to carry the liquid overwater has been difficult; so now they are trucking the 2.7 million gallons to the new location. This requires significant transit issues and clearances to move the liquors.

Bakken Crude Oil Train Derailment Sector Delaware Bay– Captain (CAPT) Kathleen Moore, U.S. Coast Guard

This presentation is provided in its entirety on the RRT Region III website at: <http://www.rrt3.nrt.org>. If you have any other questions on this topic or for additional information, please contact CAPT Moore (Kathleen.Moore@uscg.mil; 215-271-4990).

CAPT Moore calls it the ‘Spill that Never Was.’ On 20 January, 2014, a CSX train derailed on the Schuylkill Arsenal Bridge. No release occurred; however, response activities lasted 8 days. The conditions for the responders at the site were brutal: freezing temperatures, snow, high winds, etc. Safety was made incredibly challenging under these conditions. However, there were no injuries and there was no spilled product. The incident occurred over a railway, road siding, and a river. Seven (7) train cars derailed: six (6) contained crude oil and one contained sand. Media interest was initially high regarding the incident. Train cars had to be righted to be moved. There was no tremendous footprint overall due to the great response.

Phased response includes site assessment, product removal and track repair, and getting the train out of there. Sector issued a safety zone and in the waterway.

- Phase I – Site Assessment – Included evaluating the site and the conditions of the overturned cars and the bridge.
- Phase II – Site Preparation/Environmental Protection – Debris was removed. Responders deployed boom. The boom deployment was made challenging by the presence of ice. Sorbents and boom were destroyed by the ice present.
- Phase III – Product Removal – This phase was complicated by bad weather conditions. Responders worked 24/7. Lighting was brought into the area so that the work job environment was well lighted. All cars were secured with cables. Five of the oil cars were righted and emptied prior to being rolled away; afterwards, last car was righted emptied and then rolled away.
- Phase IV – Track Repair – The waterway was reopened; USCG left and CSX did track repair.

The FRA was on-scene; the presentation did not discuss causes for the derailment. Revised inspection techniques are being considered as well as increasing the intervals of inspections on higher use lines.

Bakken Oil Spill – Barge E2MS 303 on the Lower Mississippi River February 2014 – Frank Csulak, NOAA Scientific Support Coordinator (SSC)

This presentation is provided in its entirety on the RRT Region III website at: <http://www.rtt3.rtt.org>. If you have any other questions on this topic or for additional information, please contact Frank Csulak (Frank.Csulak@noaa.gov; 732-872-3005).

Mr. Csulak was not able to present on the Bakken spill in Houston, so instead presented on another Mississippi River spill of Bakken crude. His presentation was titled “The Bakken crude oil spill – Barge E2MS 303 on the Lower Mississippi River, February 2014.”

There was a boat-barge collision on the Mississippi River at River Mile (RM) Marker 154 on February 22, 2014. The spill occurred approximately 75 miles upstream of New Orleans, Louisiana (NOLA). A tug boat pushed a barge into another boat, and the collision released 750-780 oil barrels (bbls) of Bakken Crude. This was the first large scale release of Bakken crude in navigable waterway. Oil released was dark, transitioned to a yellowish emulsion and then silvery sheen as it weathered further in transit.

Shoreline sheens observed from RM 127 to RM 113; sheen observed in waterway to NOLA (RM 95) on day 1 of the spill. On day 2, heavy fog caused an adverse impact on operations by limiting overflights and on-water response. Some material was recovered directly adjacent to the barge, some was recovered just downstream. No other recoverable oil was found.

There was no cleanup at the initial spill and collision site; high volume low pressure flushing was used. The barges were also deconstructed. Only a minimal amount of oil was recovered: 98 gallons (2.3 barrels). There were no reports of oiled wildlife or fish kills. No shoreline recovery was needed as there were no measureable shoreline impacts. Reports of high concentrations of volatile organic compounds (VOCs) and other vapors in the lower Mississippi led to waterway closing for 2 days due to sheening and vapors.

A unique characteristic of Bakken oil is that it easily mixes with water. This low viscosity oil flows much like a diesel or gasoline than a crude oil and was described as similar to a “two-stroke” oil mixed with gasoline. The following characteristics were obtained from the RPs MSDS:

- Specific Gravity 0.7 – 0.8
- Vapor Pressure 280-360 mm Hg @20⁰ C
- Percent Volatiles 15 – 30 (estimated)
- Coefficient of Water/Oil Distribution <0.1
- Average API of 44
- Significant chemical variability depending on time and location of crude production

NOAA arrived on scene within 24 hours and implemented trajectory modeling. The Bakken crude was not in the ADIOS library at the time of the spill; ADIOS2 now has Bakken info. The oil will quickly spread and evaporate – up to 50 percent within the first 48 hours. It will quickly adhere to suspended solids in the water column, forming unstable emulsions and the lighter components of the oil can dissolve into the water column. Controlling ignition sources and air monitoring are critical when this product is spilled on water.

Achieving Total & True Commonality with Collaboration Between Stakeholder Common Operating Picture– Dave Jones, StormCenter Communications, Inc.

This presentation is provided in its entirety on the RRT Region III website at: <http://www.rrt3.nrt.org>. If you have any other questions on this topic or for additional information, please contact Dave Jones (dave@stormcenter.com/410-203-1316)

Mr. Jones provided the membership with an overview of the technology innovation that has been developed under federal research funding under the SBIR program. StormCenter has enabled cross-common operating picture (COP) collaboration and has been awarded a federal government-wide sole source contract to work with any agency to implement real-time data sharing and collaboration. StormCenter is the federal government’s ‘preferred provider’ of geospatial data sharing and collaboration technologies. NOAA’s National Weather Service (NWS) has changed their mission and will be providing Impact-based Decision Support Services (IDSS) in order to create a Weather Ready Nation (WRN). This approach will provide much more useable information for situational awareness for environmental threats and hazards. They

plan to implement impact-based decision support services officially on Oct 1, 2014. In the past, NWS would deploy meteorologists (ERMETS) in person to state and some county EOCs. While on-site NWS ERMETS would provide on-site weather support; this approach is not sustainable and will be a burden to human resources. Remote real-time support through data sharing and collaboration is a possible solution. StormCenter's technology innovation is being tested within NWS currently. Recent USCG report on grounding in Alaska of the Shell Kulluk Oil drilling platform reported Shell was Underprepared for Ill-Fated Tow Across Gulf of Alaska...."inadequate assessment and management of risks" was the biggest cause of the Kulluk grounding.

In Summary:

- The Technology Evolution is enabling data sharing across sectors (agencies, states, others);
- Common Operating Pictures (COPs) can now be connected;
- Secure Data can remain secure and reach specific participants;
- Existing COPs remain and become collaborative;
- Technology will change the way planning and exercises are conducted and operational decisions are made;
- Collaboration and data sharing across all platforms and products including mobile devices; and
- Addresses PEOs, OSTP memo on Data Sharing, Open Data Initiative, PPD-8, PPD-21, DHS GeoCONOPS, National Response Framework (NRF), and Stafford Act Requirements.

Mr. Jones provided the membership with a LIVE demonstration of the cross-platform collaborative common operating picture technology. Mr. Jones enables real-time collaboration on several laptops in the room sharing some data layers. The program would not compete with Environmental Response Management Application (ERMA) or other agency map and data viewers. Instead it would actually be enabling those existing systems to participate in collaborative coordination. GeoSync is a one to many system (no limit on number of people who can receive data); GeoCollaborate is many to many with credentialing; GeoSession uses the highest level of credentialing and is able to save sessions to come back to later for hot-wash analysis.

PANEL DISCUSSION

Bakken Crude Oil Panel Discussion – Ed Patterson, Sunoco Logistics; Mike Austin, CSX; and Jeff Moore, US Department of Transportation

Several of these presentations are provided on the RRT Region III website at: <http://www.rtt3.nrt.org>. If you have any other questions on this topic or for additional information, please contact Rich Fetzer (Fetzer.Richard@epa.gov; 215-341-6307)

PRESENTATION 1 – Petroleum Crude Oil by Rail – Ed Patterson, Senior DOT Compliance Specialist, Sunoco Partners, L.P.

Mr. Patterson provided the membership with an overview of the railroad transportation of the Bakken shale oil. Many industry improvements/best management practices are being implemented: new tools, equipment modifications, etc. The American Petroleum Institute (API) is collaborating with railroads, first responders, and USDOT to improve emergency responder training. They are considering all options including developing a standard for classifying and loading the oil; they are looking at the characteristics of the oil, how it should be loaded and sampled, etc. API is now member of the Transportation Community Awareness and Emergency Response (TRANSCAER).

The recommendations for short- and long-term actions include:

- PHMSA should write an **interim final rule** adopting the Petition-1577 Standard for new tank cars and allow the use of cars built in good faith to those standards remain in service for their useful life.
- Benefits:
 - Adopts a safe state-of-the-art tank car design,
 - Ensures that only these cars are built,
 - Enables certainty for those who have already made significant long-term investments and those who want to continue building these cars, and
 - Provides certainty today, while allowing review of tank car design and retrofit requirements.
- API needs to finalize their Crude Oil Classification Standard.
- Shippers (API, ACC, AFPM) and the Railway Supply Institute (RSI) are assessing tank car design for new and retrofit tank cars. Until that work is complete, modifications to should not be prematurely imposed:
 - ~190,000 DOT-111 tank cars in HAZMAT service by end of 2015,
 - ~55,000 petition tank cars, and
 - The AAR CPR Model (TWP-17) is not completed or available for review by shippers.
- Bring stakeholders and industry experts together to ensure a science based risk management approach to assessing and/or enhancing rail car design.
- Working as quickly as possible to ensure the science is completed that supports any changes.

PRESENTATION 2 – Jeff Moore – U.S. Department of Transportation

Crude and ethanol from 2005 to 2012 both increased over 400%.

- Philadelphia Energy Solutions (PES) installed four (4) tracks to hold a larger number of unit trains; they are planning to add two (2) more tracks to increase handling to 90 units per month.
- PBF Energy (Delaware City) produces 5 million gallons per day.
- Eddystone Railway Corp began operation on May 3, 2014 handling one unit train per day to transfer from car to barge once received from NS and CSX.

New tank cars have the protected valve heads at top of tank. Testing of tank cars is extensive (side and head shield impacts). It takes six months to produce one railcar to the new construction type. Approximately four companies are making the cars; they can make about 12,000 tanks per year, but request is for 60,000 per year.

The Railroad Safety Advisory Committee (RSAC) has been working to establish new restrictions on testing by FRA specified in February 2014 as part of the lessons learned following the Lac Megantic, Quebec, Canada train derailment and explosion.

- The NTSB recommendations are reported in R-14-4 through R-14-6 – Safety Recommendations that address hazardous materials route analysis and section, oil spill prevention and response plans, and identification and classification of hazardous materials in railroad freight transportation.
- Transport Canada (TC) Protective Direction No. 31 – Requirements for Crude Oil shipped by Rail in Response to Lac-Megantic.
- May 7, 2014 – DOT issued Emergency Restriction/Prohibition Order OST-2014-0067 requiring all railroads operating trains containing large amounts of Bakken crude oil (1 million gallons or more) to notify SERCs about the operation of these trains through their state. Simultaneously, the FRA and PHMSA issued Safety Advisory 2014-01 urging shippers offering Bakken Crude oil to use tank car designs with the highest level of integrity in their fleet and to avoid the use of older legacy DOT Specification 111 or CTC 111 tank cars for the shipment of Bakken crude oil.

PRESENTATION 3 – S. Michael Austin – Hazmat Special Agent CSX

This presentation will not be loaded to the RRT3 website for public distribution. For more information on this presentation, contact Mike_austin@csx.com; 410-368-4733.

Mr. Austin provided an overview of the new requirements for unit train and train transport.

- CHEMTREC has access to the train shipping database and can quickly determine what HAZMAT/oil is on each train/train car.
- Common Carrier Obligation – why are we moving HAZMAT material? Because they are mandated by federal government. When everything is done properly (packing, labeling, shipping papers, etc.) they have the safest record. The railroads, by law, cannot refuse to move shipment.
- Regulations very quickly follow incidents to correct the problem/issue.
- Sophisticated geometry track scanning inspections are being conducted regularly. The communication systems from front to back of train (2-way telemetry).
- Lowering speed of trains carrying DOT-111 cars.
- Some companies (Eddystone) won't accept anything except DOT-1232 rail cars with added protection features.
- CSX voluntarily provides training and information to community and first responders to help prepare for rail emergency response. The Secure Now computer-based program is now in effect to track all train activities/movement. It is a GIS-based system.

FOSC REPORTS (AREA COMMITTEE REPORTS):

The following sections describe FOSC reports addressed during the Standing RRT Meeting:

EPA Region III OSC Reports

Representative Richard Fetzer, EPA OSC, reported on the following:

- Region III OSC has nearly completed the Inland Area Contingency Plan (IACP). Currently working on plan promulgation.
 - Volumes I, II, IV and VII were promulgated by Cecil Rodrigues (EPA) on April 28, 2014. Yesterday, five additional volumes (Sub-Area Contingency Plans [SACPs]) were presented at the Inland Area Committee Meeting for review and comment. Progress. Webpage: www.epaosc.org/r3iac.
 - Training outreach and exercises; need to focus our resources on the planning side. Working on our IACP Viewer and targeting training and outreach in sub-areas.
 - Consultation process and requirements – a lot of the language in the Consultation Documents pertain to the area committees. There is a lot of vulnerability which we will need to address; we need to ensure that our OSCs are prepared in the preplanning processes for consultations.
 - The update process for the IACP will be done annually, beginning in January each year, and updates will be reported at each May RRT III meeting.
 - GIS efforts continuing with the IACP and site/response-specific Viewers; there are 5 different security levels for the Viewer; we will definitely keep the GeoPDF and viewer technologies. We are hopeful that this will gain traction and will make our plans available.
- Region 3, 4 and 5 planning effort (Ohio River area) to try and work on some coordination of these area planning efforts.
- Chemical Facility Executive Order – on Chemical Safety. We are working with Region II on a pilot project following the West, Texas ammonium nitrate disaster in August 2013.

Sector Baltimore (Upper Chesapeake Bay Estuary Area Committee)

Representative CAPT Kevin Keifer provided a complete list of incidents and activities on a handout (*refer to handout*). In summary, the Sector reported the following:

- 120 incidents occurred since last RRT III meeting; nothing significant.
- Suspected oil water separator (OWS) bypass and discharge into the river.
- Mobile facility spilled 5 gallons of oily sludge from cruise ship.
- Operational highlights:
 - Participated with EPA on Government Initiated Unannounced Exercise (GIUE) at National Security Agency (NSA) Indian Head, Maryland (April);

- Ocean City, Maryland response;
- The Star-Spangled Spectacular 2014 commemorating 200th anniversary of the Battle of Baltimore and the national anthem will be taking place September 6-16, 2014. Events will feature tall ships, military vessels, and the Blue Angels as well as a nationally televised concert and fireworks at Ft. McHenry area.

Sector Delaware Bay (Philadelphia Area Committee)

Representative CAPT Kathleen Moore provided a complete list of incidents and activities on a handout (*refer to handout*). In addition, the Sector highlighted three (3) incidents:

- 2,100 gallon discharge of north sea crude from a failed ball valve on a pipeline. Less than 210 gallons impacted in the river. Most of the oil ended up on land (parking area) and was recovered. This was a tremendous response by Oil Spill Response Organizations (OSROs) and the Responsible Party (RP).
- Tarballs on the New Jersey side of the Delaware River impacted 3 nautical miles (nm) of shoreline. It was estimated 400-500 gallons of oil released resulted in the tarballs; approximately 100 yards of oil and oiled debris was recovered. The origin of the tarballs was difficult to determine; response initially federalized until RP was identified. Conducted sample analysis from pipeline spill to identify RP.
- Refinery discharge – 1,000 gallons of oil was discharged from a 4” pipe. Less than 300 gallons of oil got into the water. Ice was a mixed blessing for this response; it helped with containment but made working harder.

Sector Hampton Roads (Mid-Atlantic Coastal Area Committee)

Representative CAPT John Little provided a complete list of incidents and activities in a handout (*refer to handout*). In summary, the Sector reported the following incidents since our last meeting:

- Lynchburg, VA train derailment and fire. No oil made it to the ocean due to great response.
- Nor’easter in April produced wind gusts that had 11 ships dragging anchor at Cape Henry and six ships at Cape Charles. A grain ship was grounded at VA Beach; fortunately it was empty of grain but it did have 384,000 gallons of diesel on board. No response was necessary but there was a large media presence. The Vessel Response Plan (VRP) was invoked and the ship safely returned to harbor.
- 3-7 March: 8th Annual Search and Rescue (SAR) Forum participated in a week-long event. As the water is warming up, we are seeing more recreational boating and pollution events.
- Norfolk Fire Fighters – 28th Marine Fire Fighters Symposium. There has been a great cooperative effort between USCG and first responders in the region.
- 21 May 2014 is the Sector Hampton Roads Area Committee meeting.
- 6 June 2014 is Harbor Fest.

- Port of Virginia is booming and the potential for issues; thank you to the team that has been working with everyone. Capt. Chris Keane (deputy) will be replacing the current Command.

Sector North Carolina (Coastal North Carolina Area Committee)

Representative LCDR James Weaver from Sector North Carolina provided a complete list of incidents on a handout (*refer to handout*) and reported:

- Attended host of meetings with federal agencies.
- 60 pollution response notifications:
 - 17 December 2013 – a 64 foot ferry grounding (Adventure) transiting with 30 passengers on board resulted in 14 injuries (1 critical). 1,375 gallons of diesel on board and hard aground. Successful refloat; minimal damage.
 - 12 March 2014 – notification from Navy, USS Jason Dunn, travelling from Cherry Point, North Carolina to Virginia, reported the loss of 35,000 gallons of F76 fuel. The Sector immediately requested an overflight of the transit of the vessel and Frank Csulak (NOAA SSC) provided trajectory information. No signs of pollution were observed from the overflight. The spill must have gotten into the Gulf Stream and kept offshore. Uncertain if discharge actually occurred, but no pollution was sighted.
- Training – Incident Command System (ICS) 300/400 in Wilmington, North Carolina.
 - July – ICS 320 in preparation for the Preparedness for Response Exercise Program (PREP) Table Top Exercise (TTX).
- Clean Land and Harbors TTX (December 2013) – exercise for the worst case discharge (WCD) involving the Colonial Terminal for scenario. Eight (8) hour Hazardous Waste Operations and Emergency Response (HAZWOPER) training will be conducted in preparation.
- The Sector is coordinating an industry-led PREP TTX in September 2014. The scenario will be Potash Corp (PCS) facility, a phosphate/fertilizer company, located in Aurora, North Carolina.
- Finalizing the Geographic Response Plan (GRP) and working with the USCG District 5 (D5) for final stages of development. Completion is planned for the end of June. We are meeting with key stakeholders on 29 May 2014.
- The Area Contingency meeting will be held 26 June 2014 in Moorehead City, North Carolina.

Sector Buffalo – (Lake Erie Area Committee)

Representative CDR Daniel Jones provided the report-out for Sector Buffalo.

- In a January 2014 response, the Sector exercised their GRP on the salvage and recovery operations. After 4-5 days they were able to get the vessel safely underway.

- USCG District 9 continues to work on the ACP for the entire region (consisting of sections in Regions 2, 3, and 5 RRTs). We want to finalize the ACP by 2015.
- Training is underway and have several exercises and site inspections planned. Working with tribes and testing strategies.
- Sector Buffalo will be undergoing a change of Command in September 2014.
- 3-5 June 2014 the Sector will host a NOAA-led SCAT training class.
- A full-scale exercise will be conducted this summer 2014 (oil-gas spill and plane crash).

MSU Huntington (Ohio Valley)

Representative CDR Lee Boone from MSU Huntington reported the following:

- The MSU has conducted 156 responses with no significant incident. Apparently, prevention efforts have been effective in the region.
- The most significant incident was the Liberty Freedom Industries chemical spill into the Elk River in Charleston, West Virginia.
- Meetings and TTX conducted and our tri-state response community was reinvigorated.

MSU Pittsburgh (Port of Pittsburgh Area Committee) and Sector Ohio Valley

CDR Lindsey Weaver, the representative from MSU Pittsburgh was not present; CDR Boone from MSU Huntington reported no significant incidents within the Sector (only small incidents).

STATE AND COMMONWEALTH REPORTS:

Maryland

Representative Geoffrey Donohue of the Maryland Department of the Environment (MDE) reported the following:

- A propane tanker overturned in Charles County – no release.
- Mercury incident at Key Elementary School which made national news. All children were monitored; 12 students were exposed. A child found a bottle of mercury (1 – 1.5 pounds) on the way to school. The exposed children had been playing with the mercury.
- CSX derailment Bowie, Maryland (MD) of a coal train that resulted in a minor discharge.
- Participated in a boom deployment exercise with Sector Baltimore in the back bay. The exercise was successful.

Pennsylvania

Representative Kerry Leib, Pennsylvania Department of Environmental Protection (PADEP) was not present.

Virginia

Representative Gregory Britt, Virginia Department of Environmental Management (VDEM), reported the following:

- Conducted a response at the Duke Power Plant.
- In Carroll County, southwestern Virginia, a forklift releasing carbon monoxide (CO) within the building (900 ppm) sent 50 employees to the hospital for exposure symptoms.
- Clandestine Labs – we have had more than 100 responses in 2012; and 400 responses in 2013.
- CSX train derailment and fire occurred in downtown Lynchburg, VA resulted in lots of media interest due to proximity to restaurants and other buildings. This was a flammable liquid incident and response was conducted accordingly.
 - Working relationship with the railroad companies (CSX and Norfolk Southern [NS]) – conducting training regularly with the fire departments from West Virginia to New York.
 - The investigation is still underway; it was most likely due to washout destabilization issues on the railroad. The James River was running extremely high; debris and river resulted in entrainment.
 - The National Transportation Safety Board (NTSB) did not integrate well and stopped all operations on day 4 in order to complete their investigation even though we were still in the emergency response.
 - New DOT standards: reinforce the 111 Car with headshield and notification of state emergency response coordinator when transiting. Three cars went in the river and the car that leaked was a new car.
 - We did not see the shipping papers; each car had different blend and different flash points.

Representative Keith Prim, Virginia Department of Environmental Quality (VA DEQ), reported the following:

- Duke Power / energy response – interesting coordination effort between EPA Regions 3 and 4 and VA DEQ. The cross-regional boundaries required increased coordination.
- VA DEQ responded to the Bakken Crude CSX Train derailment and fire in Lynchburg, VA.

Delaware

Representative Ellen Malenfant, Delaware Department of Natural Resources and Environmental Control (DE DNREC), had no significant incidents to report. However, the following was provided:

- DNREC and the Emergency Management Agency (EMA) met with the Governor in February to determine if the state is prepared for crude rail derailment scenario. DNREC and the Fire Service train specifically to handle train derailments and HAZMAT releases.
- Delaware House of Representatives, Energy Committee conducted a hearing in March on the same subject as there is a lot of interest in Delaware; Norfolk Southern Railroad has been very proactive in apprising the emergency response community and updating them on the routes and logistics of trains bringing oil into Delaware. They attend the State Emergency Response Commission (SERC) meetings each quarter. Briefings are provided to the commission and Local Emergency Planning Committees (LEPCs).
- New Castle County – the LEPC for New Castle County is heading up and funding a full-scale response exercise in August with Norfolk Southern to be held August 23, 2014.

Representative Ben Anderson, DE DNREC – Water Activities Board (WAB), had nothing additional to report.

West Virginia

Representative Mike Dorsey, West Virginia Department of Environmental Protection (WV DEP), reported the following:

- Mr. Dorsey will be retiring before the end of 2014.
- WVDEP is reporting regular spills and meth lab incidents. Nothing significant to report.
- 9 January 2014 – spill response to a Methylchlorohexane (MCHN) incident in the Elk River. Approximately 9,000 gallons of the floating agent, used in the coal preparation process, was spilled 1.5 mile above water intake on the river. It was not a HAZMAT response as the agent is not a regulated commodity; it was a Toxic Substances Control Act (TSCA) response. 300,000 customers were affected with no drinking water. There were problems distributing water to those without service.
- Lessons Learned:
 - The single water intake location was identified as a gap issue in the past. Required to remain open to support fire service.
 - Cooperation between USCG, EPA, State, and contractors was very good.

- FEMA became involved in a response to a chemical spill. Usually falls to the RP; but FEMA got a presidential emergency declaration so that they could bring water to those in need (distribution system); individual assistance and FEMA's largest water distribution ever.
- ATSDR responded and was asked to provide screening level on minimal Safety Data Sheet (SDS) information; they provided a 1 ppm number which has remained since the initial determination. The 1 ppm was only exceeded the first day or two; once it was flushed, the contamination not a problem.
- USCG did help out on-scene; strategic lessons learned by NRF and NCP working together. We need to extract more information.
 - Legislative in session – governor got involved immediately creating 2 basic ICS (one to address water intake/cleanout, one to address water distribution). The ICS failed; didn't work as it was supposed to.
 - Long-term water issues.
- WVDEP passed an above ground storage tank law (finally).

District of Columbia

Representative Yohance Fuller, from the DC Department of the Environment (DC DOE) was not present.

AGENCY REPORTS:

The following sections describe agency reports presented at the Standing RRT Meeting.

Department of Commerce (DOC)

Representative Frank Csulak, NOAA SSC, provided the following information on his NOAA and DOC activities since the last RRT meeting:

- Training opportunities – get from Training workgroup – contact Frank for more information.
- Shipboard Corrosion Assessment Training (SCAT) class in October to be rescheduled (USCG D5 – Lewes, DE, September).
- NOAA to support Sector Hampton Roads and North Carolina in upcoming Industry PREP exercises in September.
- Supporting Sector NC GRP project: executive level review meeting planned for May 29 in Raleigh, NC.
- NOAA participated in the Texas City “Y” Response in Texas. NOAA will conduct hotwash and will report out the results and lessons learned.

- Consultation requirements: reviews being conducted of each RRT status on ESA and EFH; NOAA SSCs will be collecting the data.
- NOAA Office of Response and Restoration (OR&R) conducting a training module for USCG air crews that is an introduction to aerial overflight training. Information is available online www.meted.ucar.edu.
- Deep Water Horizon (DWH) response is pretty much completed for Frank on-scene; Frank will continue to provide support remotely. DWH still has operations underway. NOAA conducting SCAT database cleanup activity as well.

Department of the Interior (DOI)

Representative Lindy Nelson, Department of Interior Region III, reported the following for DOI:

- There is not much to report, as there have been no major incidents within the region.
- Notifications are improving.
- United States Fish and Wildlife Service (USFWS) did initiate pre-assessment for NRDA for the Elk River release in WV and the Coal Ash release in NC.
- Consultation momentum is increasing with the recent consultation paper and presentations. Lindy able to provide onsite training to organizations if necessary.

Agency for Toxic Substances and Disease Registry (ATSDR)

Representative Bob Helverson, ATSDR Region III, reporting the following for ATSDR:

- Business is usual.
- West Virginia Freedom Industries impacts the American Water System. Screening value for ingestion provided for ingested substance. They are still providing assistance to responders in WV, primarily with messaging and risk outreach.
 - EPI-AID assessed medical records from local hospitals and conducted surveys; first record assessment in January; reports will be on their website.
 - Using the Community Assessment for Public Health Emergency Response (*CASPER*) tool, ATSDR interviewed residents and evaluated overall impression of health and effects from exposures; they performed their last monthly interview with community members; the results will be posted on their website.
 - Exposure event was short but extremely stressful, and work continues with public health providers.
 - Involved with health education, and technical assistance to response agencies while under FEMA Mission Assignment.”
 - Working with EPA discussing spill site and outcomes of the response.
 - Lessons Learned:
 - Multiple command posts and no joint information center made it tough for ATSDR to respond and communicate effectively.

- ATSDR’s messaging gave 1 ppm on the day of the event. 5 days later a mixed message to pregnant woman came out after the initial screening level set. The original level was fine, but update confused public, possibly damaging the public’s confidence with the agency.
- Situation exposed our lack of data on many of the chemicals in the environment; also proprietary mixtures issues.
- Limits on current laboratory capabilities. Capabilities were developed during the event. Detection capability went from 1 ppm to 2 ppb. We are working to develop screening level.
- ATSDR does not have responsibility for collecting samples, but must evaluate the data and report out.

Federal Emergency Management Agency (FEMA)

Representative Richard Polley was not present.

Government Services Administration (GSA)

Representative Maryann Toniazzo reported the following for GSA:

Region III GSA and FEMA partnered to provide a day of training on disaster response operations. Over 120 employees from both agencies participated in the interactive training session held on Tuesday, May 6, 2014, from 8:30 AM - 4:30 PM, at the GSA Regional Office Building. The session opened with welcoming remarks from the GSA Regional Administrator, Sara Manzano-Diaz and the FEMA Regional Administrator, MaryAnn Tierney. Both Regional Administrators stressed the importance of training together in advance of a disaster response so that we are better prepared to support our citizens and first responders in an actual event. Practical information was presented on the role of the Regional Response Coordination Center, FEMA and GSA roles and responsibilities under the National Response Framework, the role of the Federal Coordinating Official, Emergency Acquisition Authorities, Disaster Leasing, Federal Acquisition Service (FAS) Supply Schedules, Excess Personal Property, How the Incident Management Assistance Team Functions in the Field, and Disaster Recovery Centers. The speakers and panelists included GSA and FEMA responders and Subject Matter Experts. Lessons learned and disaster response experiences were shared throughout the day. This event was well received by all and follow up sessions are already being planned.

GSA arranged for the FBI, Cyber Taskforce to provide Cyber Security training for the GSA workforce and the Philadelphia Federal Executive Board (FEB) Interagency Community on April 17, 2013. The two classes focused on the latest cybercrimes and showed participants how to minimize the risk of exposure. The presentation was interactive and the participants learned as online computing becomes more pervasive in our day-to-day lives, we all need to be aware of the dangers, how to best protect ourselves, and how technology changes rapidly, but cyber criminals adapt their strategies and methods even faster. The sessions were well received and generated an extensive question and answer sessions. Over 230 employees registered to attend the training offered at the GSA Regional Office Building in Philadelphia and via meeting space.

GSA's new initiative, Total Workplace program, provides resources and expertise to help federal agencies reduce their office space, foster collaboration, better manage Information Technology (IT) and furniture spending, and increase energy efficiency. This program assists federal customer agencies in right-sizing their operations and minimizing the initial capital our executive branch customers must invest in furniture and IT needs. The GSA Regional Administrator Sara Manzano-Diaz, FAS Regional Commissioner Linda Chero, and PBS Regional Commissioner Joanna Rosato recently promoted the program at a Federal Interagency Council meeting on April 17, 2014.

GSA Region III partnered with the DHS, Federal Protective Service (FPS) to provide Crime Prevention and Active Shooter training for the Mid-Atlantic Region workforce and the Philadelphia FEB Interagency community on February 26, 2014. GSA Regional Administrator, Sara Manzano-Diaz, welcomed the attendees, stressed the importance of the training, and thanked the FPS staff for all they do every day to keep us safe. Special Agent, Anthony J. Fuscellaro of the Federal Protective Service conducted two classes where participants learned what measures to take in the event they find themselves in the proximity of an Active Shooter. The presentations were interactive and the participants also learned crime prevention awareness tips. The sessions were well received. Over 250 employees registered to attend the training offered at the GSA Regional Office Building in Philadelphia and via meeting space.

The 2013/2014 winter season had higher than usual storm activity that directly affected the operating status of the GSA Region 3 Regional Office Building and other facilities throughout the region. During the months of December 2013 to March 2014, there were a total of 10 storms that directly impacted operations throughout the Region. These storms tested our abilities to meet virtually and make decisions regarding the safety of our employees and continue operations through telework.

GSA will participate in the FEMA sponsored Functional Exercise at the RRCC for May 28 and 29, [2 operational periods] starting at 8 am.

GSA partnered with the Philadelphia FEB to conduct an Interagency Continuity Exercise called *Liberty Down 14* on June 4, 2014. The format of this year's event will be a guided workshop that will focus on – the operational impacts and continuity considerations that can result from an Active Shooter event and Social Media. Representatives from federal and local law enforcement agencies (e.g., the FBI, U.S. Secret Service, and DHS) and public affairs offices will participate on the panels. The exercise will provide critical insight as to how an Active Shooter event could impact your facility and operations as well as how social media can be utilized and managed during an event. The exercise will provide participants with relevant and timely information on both topics which can then be used to review and update Continuity Plans.

GSA is planning to attend the upcoming Regional Interagency Steering Committee (RISC) Meeting hosted by FEMA on June 25-27, 2014.

GSA developed a full-scale regional exercise in conjunction with the National Level Exercise (NLE) because we were not scheduled to actively participate in Eagle Horizon 2014 (EH '14) on April 1-2, 2014. When EH '14 was postponed, the GSA Regional Administrator decided to postpone the regional exercise as well. We spent several months preparing for the regional exercise, offering training, developing customer requests (injects) and handbooks, conducting

planning meetings, coordinating logistics, etc. The Regional Continuity Responders were engaged and ready. Once we receive a new date for EH '14, we will make a determination in conjunction with regional leadership as to whether we will also conduct a regional exercise at that time.

We will continue to work with our federal, state, and local partners on training activities so that we are prepared for real events.

Department of Defense (DoD) - U.S. Navy

The Navy On-Scene Coordinator (NOSC) representative, was not present.

US Army Corps of Engineers (USACE)

Representative William Rogers USACE was not present. James Monsu was present but did not report out.

US Department of Agriculture (USDA)

Representative Kurt Gerner, US Forest Service, was not present.

Department of Transportation (DOT) / Pipeline and Hazardous Material Safety Administration (PHMSA)

Representative Alec Dankanich, PHMSA, reported the following:

- Currently reviewing pipeline Facility Response Plans (FRPs) submitted by pipeline operators for on-shore pipelines; threat designated as significant; reviews are nearing completion; 372 active plans are being reviewed; 224 have been approved; 96 operators were sent letters of correction; 34 operators still under review; 18 need to resubmit due to missing information.
 - Primary, secondary, and follow-up review by PHMSA.
 - All plans will be posted on PHMSA's website (redacted).
- NTSB issued final report on Enbridge pipeline rupture, Marshall, Michigan (MI); the determination was stress corrosion and cracking; the report describes failure causes in detail and is available online from the NTSB website (www.nts.gov).

Department of Homeland Security (DHS) / Protective Security Advisors (PSA)

Representatives Ray Hanna, reported the following:

- Lots of training opportunities being provided by the PSA in Region III.
- Participation in various National Special Security Events.
- Special Event Assessment Rating (SEAR) applied for Preakness; Naval Academy graduation; Blue Angels; Star-Spangled Spectacular 2014

Department of Energy (DOE)

Representative Steve Johnson was not present.

Department of Justice (DOJ)

Representative Bob Brook was not present.

Department of Labor (DOL) / Occupational of Safety and Health Administration (OSHA)

Representative Adam Hamrick reported the following:

- Mr. Hamrick was involved with the WV chemical spill from the enforcement side; he conducted the inspection. The spill is still open to investigation. They coordinated with the EPA providing technical assistance at the site.
- HAZCOM 2012 (March 2012) proposed the final rule incorporating globally harmonized classification of chemicals. We are still in transition phase until June 1, 2015 for compliance with required HAZCOM 2012 Safety Data Sheets (SDS) and shipping/labelling information. The rule requires classification of a mixture.
- Heat Campaign is providing outreach materials on the website (https://www.osha.gov/SLTC/heatillness/heat_eneewsletter.html). There are a number of educational materials/resources to make people aware of working in the heat (water, rest, shade). An application is available for Smart Phone and Android that helps calculate heat index.
- There were several occupational fatalities in oil and gas industries in Region III. A Nexus program has been established to go out to those inspections. We are trying to identify additional ways to outreach with these companies; please contact Mr. Hamrick with your ideas.
- Under EO – Improving Chemical Safety and Security; federal agencies required to coordinate and to improve operation with state and local partners including information sharing, modernizing policies, and BMPs. We have reached out to the EPA Risk Management Plan (RMP) coordinator for this effort. We hope to have a signed MOU by end of fiscal year on information sharing, inspections and referrals.

CLOSING REMARKS & ADJOURNMENT:

The Co-Chairs again thank everyone for attending the Region III RRT meetings this week. Thank you to all our speakers for their dynamic and interesting presentations. If you want to volunteer or know of a speaker for upcoming RRT Meetings, please contact RRT Coordinators, David Pugh ([David.E. Pugh1@uscg.mil](mailto:David.E.Pugh1@uscg.mil)) or Cindy Santiago (Santiago.Cindy@epa.gov).

The next Region III RRT meeting is scheduled for November 4-6, 2014 in Lancaster, PA. Additional information will be provided as soon as hotel arrangements are finalized. Please continue to check the RRT III website's Upcoming Meetings section at <http://www.rrt3.nrt.org>.

Summary of Ballots for 2015 RRT Meetings

- May: Virginia Beach, May 18-21, 2015
- November: Charleston, WV – October 27-29, 2015

Websites for the RRT

RRT III website address: <http://www.rrt3.nrt.org>.

Regional Contingency Plan (RCP) homepage address: <http://www.rrt3-rcp.nrt.org>.

The Standing RRT Meeting adjourned at 1527.

TRAINING WORKGROUP
Rehoboth Beach, Delaware
Tuesday, May 13, 2014
1530 - 1600

WORKGROUP CHAIR:

Frank Csulak for Ed Levine, both NOAA SSC

AGENDA:

- **PRESENTATION: Environmental Sensitivity Index (ESI) Mapping Post Superstorm Sandy**

MEETING NOTES:

Mr. Csulak summarized the status of some of the ongoing activities for the workgroup and to establish our 2014 training schedule for National Oceanic and Atmospheric Administration (NOAA).

TRAINING SCHEDULE NEXT MEETING

- NOAA Shoreline Cleanup and Assessment Technique (SCAT) Course – Sector Long Island Sound, June 4-6, Niantic, Connecticut (Ed Levine)
- United States Coast Guard (USCG) Sector Baltimore – June 9, 2014, Tabletop Exercise (TTX), Baltimore, Maryland (Lieutenant (LT) Jasmine Mau)
- USCG Sector Baltimore – June 23, 2014 TTX in support of the Star Spangled Spectacular 2014 (200th Birthday celebration of national anthem in Maryland)
- NOAA Emergency Response Division (ERD) will be hosting Science of Oil Spills (SOS) class in Seattle, Washington August 4-8, 2014. Applications for the class will be accepted through June 13, 2014.
- NOAA SCAT Course – USCG District 5, September 23-25, 2014, Lewes Delaware (Frank Csulak and David Pugh)
- USCG Sector North Carolina, Sept. 22, 2014 (to be determined), Industry Preparedness for Response Exercise Program (PREP) Exercise (LT Mark Briggs)
- USCG Sector Hampton Roads, September 22-23, 2014, Industry Functional PREP Exercise (LT Meredith Phillips); no equipment deployment
- Sector Buffalo, Erie, Pennsylvania, June 3-5, 2014 at Presque Isle (Scott Binko; 216-902-6210)
- Sector Buffalo, Erie Pennsylvania, September 28, 2014 PREP TTX plane crash with 10,000 lbs. of aviation gasoline (AVGAS) with Search and Rescue (SAR).

PRESENTATION: Environmental Sensitivity Index (ESI) Mapping in Response to Superstorm Sandy (Frank Csulak, NOAA SSC)

In addition to causing devastating damage to homes, businesses, and infrastructure, Sandy's forceful winds and flooding caused considerable change to shorelines, particularly in the New York metropolitan area, northern Long Island, Connecticut, and New Jersey.

In the wake of Sandy, under the Disaster Relief Appropriations Act of 2013, funds were allocated to update the Office of Response and Restorations' existing north and mid-Atlantic ESI maps from the Georgia/South Carolina border to Maine. Besides the need to update maps to reflect changes directly caused by the storm, the importance of current, accurate information was recognized, leading to the decision to update all ESI maps from Maine to South Carolina (Figure 1). The same data will be collected for each of the areas, conforming to the standardized ESI data format.

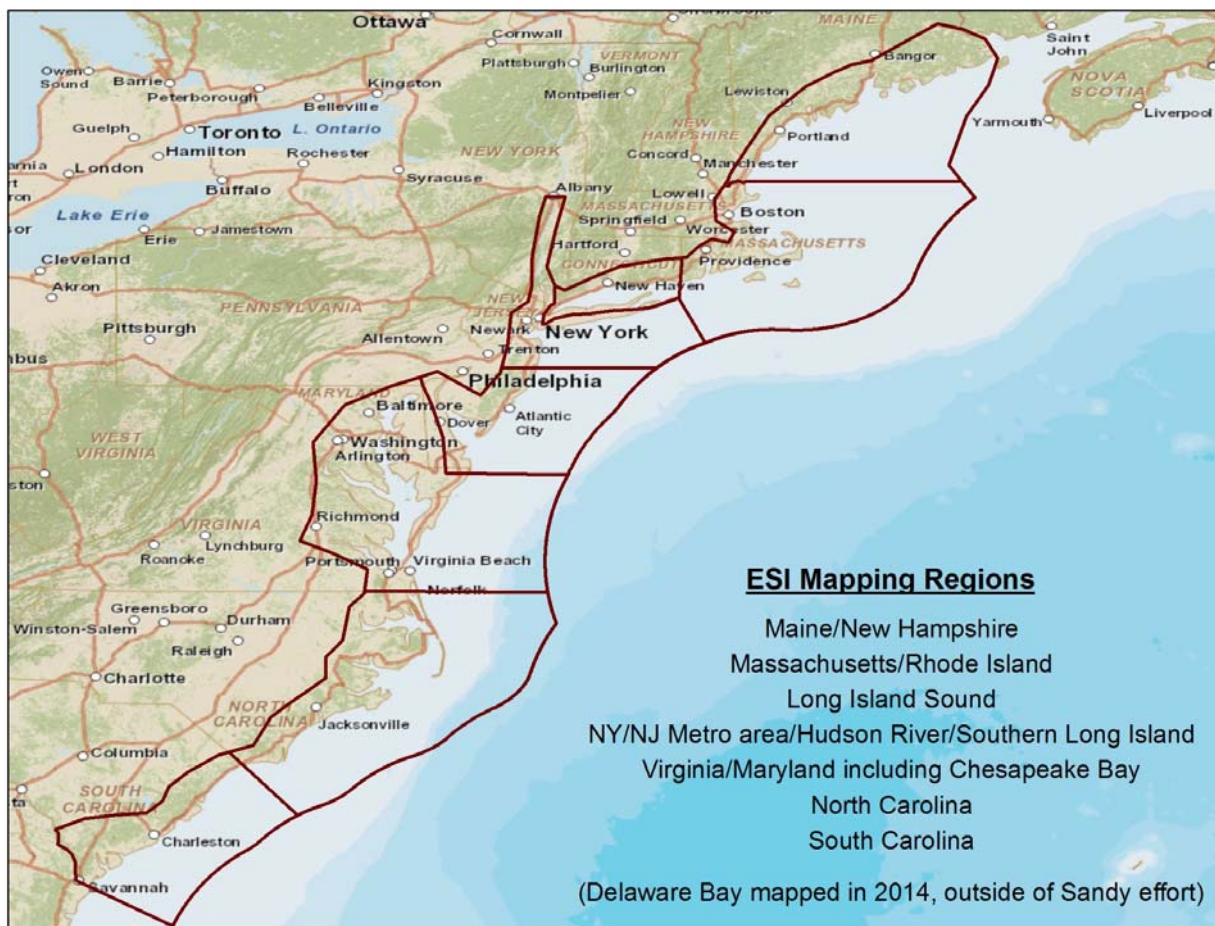


Figure 1. NOAA OR&R Disaster Relief Appropriations Act of 2013 funding updates.

The ESI atlases provide a summary of the sensitive shoreline types, biological and socioeconomic resources, etc. New human use and management features will be recorded,

including traditional and renewable energy development sites, storm surge inundation areas, evacuation routes, additional jurisdictional boundaries, sampling sites, etc. NOAA will be working with other NOAA Offices, (National Centers for Coastal Ocean Science [NCCOS], Office of Coast Survey [OCS], and the Coastal Services Center [CSC]) to gather these data.

One significant change with this update process is that NOAA will be doing away with the printed paper atlases; everything will be available in downloadable PDFs. Mr. Csulak provided the tentative schedule for all of the ESI atlases to be completed by 2016:

ESI Atlas	Date
Long Island Sound	Underway (2014)
Delaware Bay (outside of Sandy scope)	Completed
North Carolina	Summer (2014)
South Carolina:	Summer (2014)
NY/NJ metro area, the Hudson river, and south Long Island	Summer (2014)
Maine and New Hampshire	Fall (2014)
Maryland and Virginia including Chesapeake Bay	Late 2014
Massachusetts and Rhode Island	Early 2015

NEXT MEETING:

The next RRT meeting will be held November 4-6, 2014 in Lancaster, Pennsylvania. Participants are encouraged to check for updates at the RRT Region III website at: <http://www.rrt3.nrt.org/>. The Regional Contingency Plan (RCP) homepage website address is <http://www.rrt3-rcp.nrt.org/>.

The meeting adjourned at 1600.

WILDLIFE RESPONSE WORKGROUP MEETING
Rehoboth Beach, Delaware
Tuesday, May 13, 2014
1345 - 1450

CHAIRPERSON:

Frank Csulak, NOAA SSC

AGENDA:

- **PRESENTATION: Hallmark Features of the Delaware Estuary Ecosystem: Past, Post-Sandy, and Future**

MEETING NOTES:

Mr. Csulak opened the meeting and welcomed everyone.

PRESENTATION: Hallmark Features of the Delaware Estuary Ecosystem: Past, Post-Sandy, and Future (Danielle Kreeger, Ph.D., Delaware Estuary)

This presentation is provided in its entirety on the Regional Response Team (RRT) Region III website at: <http://www.rrt3.nrt.org>. For additional information or if you have any other questions on this topic, please contact Danielle Kreeger, Ph.D. (DKreeger@delawareestuary.org; 302-655-4990 ext. 104; www.delawareestuary.org).

Dr. Kreeger provided the membership with an overview on the history of the Delaware Estuary Ecosystem.

- Delaware has the largest freshwater port in the world with approximately 3,000 vessel arrivals per year;
- It is the 3rd largest petro-chemical port in the nation;
- It is the largest port for crude oil imports, etc.

Therefore, it is a nationally strategic port.

It is also a living river with many special ecological features. It is host to the world's largest spawning population of horseshoe crabs; Atlantic Sturgeon are present in large numbers and natural reproduction is still occurring within the system. It is the largest undammed river in the US and it provides a pristine water supply and recreational area.

The Partnership for the Delaware Estuary (PDE) is a regional nonprofit established in 1996. Its mission is to lead science-based and collaborative efforts to improve the tidal Delaware River and Bay, which spans Delaware, New Jersey, and Pennsylvania. Its staff works with many partners to increase awareness, understanding, and scientific knowledge about the Delaware Estuary. The PDE is one of 28 National Estuary Programs designated by Congress. These exist throughout the coastal United States to improve the health of estuaries. Dr. Kreeger provided the membership with an overview on the state of the health and climate change issues for the

Delaware Estuary system. The Delaware Estuary program is a science-based program that looks to resolve environmental issues (not legal suits).

Living shorelines in Delaware estuary were discussed. Living shorelines stabilize shorelines with natural ecological communities (e.g., plants, mussels, rocks) and a sturdy, armored edge. Living shorelines have the capacity to build their height with sea level rise as opposed to the static nature of man-made bulkheads. Hurricane Sandy was a game changer for marsh-based living shorelines. Regional sediment management plans were discussed involving the beneficial reuse of dredge materials.

The Delaware Estuary is experiencing rising seawater levels, up to 4mm/year. At this rate, sea level rise will likely increase to 10mm/yr by 2050 and 20mm/yr by 2100. The Sea Level Affecting Marshes Model (SLAMM)-View is a web browser-based application that displays map pairs of the same area, each at different sea levels. The strength of this tool is its ability to visually show the modeling of sea level rise predictions, allowing people to see the impacts in a more intuitive way. Using SLAMM, you can see what will be happening to the future of the Delaware River Estuary. With sea level rise, the brackish/saltwater incursion will also push further up the Delaware River where the water intakes are for the Philadelphia area. Salinity Rise will also take place with the sea level rise. For the most part, species will naturally migrate into an ecology that is more favorable so sea level and salinity level rises should not affect them. However, dams prevent natural migration and laws prohibit assisted migration (planting) of T/E species across state boundaries. For more information go to: www.delawareestuary.org.

NEXT MEETING:

The next RRT meeting will be held November 4-6, 2014 in Lancaster, Pennsylvania. Participants are encouraged to check for updates at the RRT Region III website at: <http://www.rrt3.nrt.org/>. The Regional Contingency Plan (RCP) homepage website address is <http://www.rrt3-rcp.nrt.org/>.

This meeting adjourned at 1450.