

REGION III STANDING REGIONAL RESPONSE TEAM (RRT) MEETING
Lancaster, Pennsylvania
Thursday, November 6, 2014
0830 to 1405

STANDING RRT CHAIRPERSONS:

Dave Wright and Gerald Heston (Alternate), U.S. Environmental Protection Agency (EPA) Region III; David Ormes, Mr. David Pugh (Alternate), and Captain Robert Tarrantino (Chief of Staff) U.S. Coast Guard (USCG) District 5.

AGENDA:

- Convene, Introductions, and Co-Chairs' Opening Remarks
- Welcome to Lancaster, PA – Kerry Leib, PADEP
- Introduction of Captain Robert Tarrantino, Fifth Coast Guard District Chief of Staff
- RRT III Coordinator's Report – Cindy Santiago, EPA
- **PRESENTATIONS**
 - Chemical Facility Anti-Terrorism Standards (CFATS) and Ammonium Nitrate Security Program Updates
 - NOAA's RULET and the W.E. HUTTON Response
 - Ebola Preparedness Discussion
 - Bakken Oil Update
 - Update on Domestic Crude in Transportation within Sector Delaware Bay
- **State/Commonwealth Reports**
 - Maryland – Geoffrey Donahue and Alan Williams, Maryland Department of the Environment (MDE)
 - Pennsylvania – Kerry Leib, Pennsylvania Department of Environmental Protection (PADEP)
 - Virginia – Gregory Britt, Virginia Department of Emergency Management (VDEM)
 - Virginia – John Giese and Elizabeth Lohman, Virginia Department of Environmental Quality (VDEQ)
 - Delaware – Jamie Bethard, Delaware Department of Natural Resources and Environmental Control (DE DNREC)
 - Delaware – Ben Anderson, DE DNREC- Water Advisory Board (WAB)
 - West Virginia – Michael Dorsey, West Virginia Department of Environmental Protection (WV DEP)
 - District of Columbia – John Emminizer, District Department of the Environment (DCDOE)
- **Federal On-Scene Coordinator (FOSC) Reports (Area Committee Reports)**
 - EPA Region III On-Scene Coordinator (OSC) – Rich Fetzer, EPA
 - Sector Baltimore (Baltimore Area Committee)
 - Sector Delaware Bay (Philadelphia 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)
 - Sector Ohio Valley

- **Agency Reports**
 - Department of Commerce (DOC) – National Oceanic and Atmospheric Administration (NOAA) – Ed Levine and Frank Csulak, Scientific Support Coordinators (SSCs)
 - Department of Interior (DOI) – Lindy Nelson
 - Agency for Toxic Substances and Disease Registry (ATSDR) – Lora Werner
 - Federal Emergency Management Agency (FEMA) – Dick Polley
 - General Services Administration (GSA) – Maryann Toniazzo
 - Department of Defense (DoD) – U.S. Navy – Alan Kersnick
 - U.S. Army Corps of Engineers (USACE) – William Rogers
 - U.S. Department of Agriculture (USDA) – Forest Service – Kurt Gerner
 - Department of Transportation (DOT) – Pipeline and Hazardous Materials Safety Administration (PHMSA) – Anthony Murray
 - Department of Homeland Security (DHS)/Protective Security Advisor (PSA) – Ray Hanna
 - Department of Energy (DOE) – Steve Johnson
 - Department of Justice (DOJ) – Bob Brook
 - Department of Labor (DOL) – Occupational Safety and Health Administration (OSHA) – Adam Hamrick
- **Closing Remarks and Adjournment**

HANDOUTS:

- RRT III Meeting Schedule and Agenda – Thursday, November 6, 2014
- Inland Area Committee Activities Report – May-October 2014
- MSU Pittsburgh USCG FOISC Report – November 4-6, 2014

MEETING NOTES:

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

WELCOME TO LANCASTER, PENNSYLVANIA:

Kerry Leib, PADEP and Jeff Logan, Executive Deputy Secretary of PADEP

Welcomed the RRT membership back to Lancaster, Pennsylvania! Thank you for choosing Pennsylvania as your meeting place. We appreciate all that you do and we know who to call with a problem.

RRT III COORDINATOR'S REPORT:

Cindy Santiago, EPA, welcomed and thanked all speakers and participants of the meetings on Tuesday and Wednesday of this week for their many interesting presentations and educational opportunities. We appreciate everyone's participation.

The date for our next RRT III meeting is scheduled for May 19-21, 2014 in Virginia Beach, Virginia.

Ms. Santiago reported the following:

- **Region I:** The next RRT meeting has not yet been scheduled. The last RRT meeting was held in September 2014. For more information go to: <http://www.rrt1.nrt.org/production/NRT/RRT1.nsf/AllPages/rrt1.html>.
- **RRT II:** The next meeting for Region II has not yet been scheduled. The last meeting was held in September 2014. For more information go to: <http://www.rrt2.nrt.org/production/NRT/RRT2.nsf/AllPages/rrt2.html>.
- **Caribbean RRT (CRRT):** The next meeting has not yet been scheduled. The last meeting was held in May 2014 in St. Thomas, USVI. For more information go to: <http://www.crrt.nrt.org/>.
- **RRT IV:** The next meeting for RRT IV has not yet been scheduled. The last meeting was held in October 2014. For more information go to: <http://www.rrt4.nrt.org/>.
- **RRT V:** The next meeting has not yet been scheduled. The last meeting was held in October 2014. For more information go to: <http://www.rrt5.org/Home.aspx>.
- **Clean Gulf 2014 Conference:** Will be held December 2-4, 2014 in San Antonio, TX. For more information, go to: <http://www.cleangulf.org/>.
- **Clean Pacific 2015** will be held June 16-18, 2015 at the Vancouver Convention Centre, in Vancouver, British Columbia. For more information, go to: <http://www.cleanpacific.org>

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/>.

If you have topics or suggestions for training or presentations please contact Cindy Santiago, EPA, at santiago.cindy@epa.gov, or Dave Pugh, USCG, at David.Pugh@uscg.mil.

Retirement Ceremony

The RRT Co-chairs and CAPT Tarantino presented a Certificate of Appreciation, a plaque, a Challenge Coin from the USEPA ERT, and Coin from USCG for their long-term service as members of our RRT III: Ben Anderson, Delaware DNREC, and Mike Dorsey, West Virginia DEP (**Figure 1**) will be retiring before the next RRT III meeting. Thanks for your many years of service. You will be missed.



Figure 1. Presentation of awards to Ben Anderson, DE DNREC and Mike Dorsey, WV DEP.
Left: Capt. Robert Tarantino, David Ormes (USCG Co-Chair), Dave Wright (EPA Co-Chair), Mike Dorsey, and Ben Anderson.
Right: Dave Wright (EPA Co-Chair), Mike Dorsey (WV DEP), Ben Anderson (DNREC), David Ormes (USCG Co-Chair).

PRESENTATIONS:

Chemical Facility Anti-Terrorism Standards (CFATS) and Ammonium Nitrate Security Program Updates – Mr. Garret Hansen, US Dept of Homeland Security and Tom Calhoun, Supervisor

This presentation will not be provided on the RRT Region III website. For additional information on this topic, please contact Garret Hansen (garret.hansen@hq.DHS.gov; 202-302-6365) or Tom Calhoun (Thomas.Calhoun@hq.DHS.gov; 202-617-0976).

NOAA's RULET and the W.E. HUTTON Response – Mr. Frank Csulak, NOAA, LCDR Torrez, USCG Sector North Carolina, Mr. Tom Tarrant, USCG District 5

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 Frank Csulak (Frank.Csulak@noaa.gov; 732-371-1005); LCDR Miguel Torrez (Miguel.E.Torrez@uscg.mil; 910-772-2209); or Tom Tarrant (Thomas.D.Tarrant@uscg.mil; 757-398-6601). Website is <http://www.uscg.mil/hq/nsfweb/>.

The past century of commerce and warfare has left a legacy of thousands of sunken vessels along the U.S. coast. Many of these wrecks pose environmental threats because of the hazardous nature of their cargo, presence of munitions, or because of bunker fuel oils left onboard. As these wrecks corrode and decay, they may release oil or hazardous materials. Although a few, such as the *USS Arizona*, are well publicized environmental threats, unless they pose an immediate pollution threat or impede navigation, they are left alone and are largely forgotten until they begin to leak.

Recent incidents have heightened concerns about potential environmental hazards posed by shipwrecks. In 2002, for example, the decaying wreck of the *SS Jacob Luckenback* was identified as the source of mysterious, recurring oil spills over the course of a decade that had killed thousands of seabirds and other marine life along California's coast. NOAA joined with the USCG and other agencies in operations to remove approx. 100,000 gallons of oil remaining in the wreck.

In 2010, NOAA received an appropriation of \$1 million for the Office of Response and Restoration (ORR), working jointly with the Office of National Marine Sanctuaries (ONMS), to conduct an assessment of potential man-made undersea threats that could impact coastal and Great Lake states. There are approximately 20,000 known wrecks in U.S. waters. Most are old and do not pose a threat because they did not use oil as fuel or carry it as cargo. More recent wrecks, however, are known to be relatively intact, and, based on accident investigation reports and cargo records, are believed to contain oil.

These assessments, and a national report comprise the Remediation of Underwater Legacy Environmental Threats (RULET) project. The Resources and Undersea Threats (RUST) database is comprised of federal, state, and private databases from around the United States. NOAA maintains the RUST database of approximately 30,000 targets, of which 20,000 are shipwrecks.

Initial screening was based on the age, size, material that the vessel was constructed of, type of vessel, and location. Secondary screening looked at available historical information on vessel, engineering analysis, and archeological site.

NOAA modelers used a series of risk factors to assess the likelihood of substantial amounts of oil remaining onboard, and the potential ecological and economic impacts if that oil spilled. Risk factors included: the total volume of oil expected to be onboard as cargo or fuel, as well as the nature of the sinking event.

The modelers also conducted modeling runs to determine wreck discharge – surface water trajectories, shoreline oiling, etc. Of the 87 identified as high-risk wrecks, 10 are leaking. Quite a few (26) of the 87 priority wreck sites are within Region III; many have a high ranking in terms of potential threat (**Figure 2**). If you would like information about the individual wrecks, please contact Frank for the report (frank.csulak@noaa.gov; 732-371-1005).

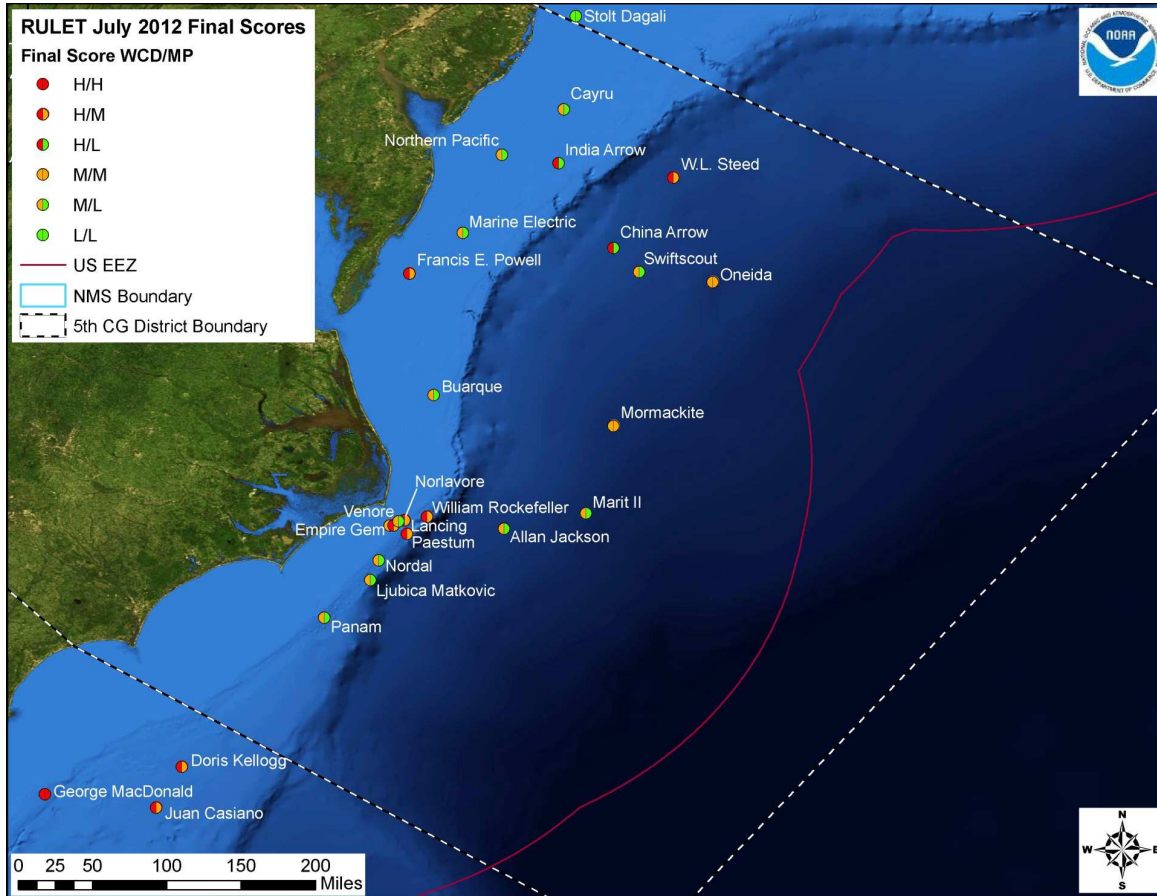


Figure 2 RULET wrecks identified in USCG District 5.

LCDR Miguel Torrez, Sector North Carolina

Mr. Torrez provided the membership with an overview of the incident response in Sector NC waters during Hurricane Arthur (July 2014). Locals reported a large oily sheen on the water following the hurricane through the area; there was no report to the NRC. The call came directly to Sector North Carolina. This incident really pointed out the need for vetting information; there were significant differences between the various sources of information on the likely discharge source (Local knowledge vs. Official publications vs. Online sources):

- Local Knowledge determined that the source was from the *M/V Papoose* and not the *USS Hutton*.
- The NOAA RULET database declared that the discharge vessel was the *USS Hutton* and not the *M/V Papoose*. The *USS Hutton* cargo tanks are 'open'.
- Online sources: Several stated the *USS Hutton* expelled its contents, equivalent to 65,000 barrels of #2 heating oil, at the time of its sinking. One source stated the *USS Hutton* sank with full tanks.
- The USCG:
 - Confirmed sheen on the water;
 - Observed 'oily substance rising to surface and quickly sinking'; and
 - Confirmed LAT and LONG.

Mr. Torrez indicated that Sector North Carolina sought counsel with many individuals, including the USCG District 5 DRAT and Public Affairs, the National Pollution Fund Center (NPFC), the USCG Gulf Strike Team, and NOAA SSCs Frank Csulak and Lisa Symons.

BOA contractors were activated and were charged with identifying and plugging the hole in situ. This resulted in a good interaction and the overall response was considered to be successful.

Tom Tarrants, USCG District 5

Mr. Tarrants (USCG District 5) reported on the Sector North Carolina 2014 industry-led PREP exercise hosted by PotashCorp (PCS Phosphate) Aurora. PCS Phosphate strip mines (top layer 300-400 feet) to remove phosphate (typically used by soft drink companies). Owns 70,000 acres of property—currently working on 12,000 acres and continuing to buy up additional land. The facility is not easy to get to, requiring 4WD and Air access.

District 5 provided a list of exercise objectives, the participants, etc. The incident scenario had a tanker barge releasing 8,000 barrels of #6 oil on the Pamlico River, adjacent to the Pamlico River Ferry. The trajectory estimated that the spill would impact local fishery areas.

Lesson Learned with Geographic Response Plan (GRP) – booming strategy was backwards for one location and needs to be corrected.

Ebola Preparedness Discussion – Dave Wright, EPA Region III

If you have any other questions on this topic or for additional information, please contact Dave Wright (Wright.Dave@epa.gov; 732-321-6743).

Mr. Wright provided the membership with an overview on the EPA's response for the non-public health side of the Ebola response – e.g., personal protection equipment (PPE). Preparation included conducting training, sharing information, and to date EPA Region III is in the technical assistance mode. Rich Rupert is the lead for Region III for the Ebola efforts for EPA. Everything goes through WDC.

Lora Werner, the representative from ATSDR, spoke on working with agencies regarding planning for an Ebola response. For official information on Ebola, see the CDC website (<http://www.cdc.gov/vhf/ebola/>). There are two new Ebola documents out that are applicable to the RRT membership: 1. Schools and 2. Residential decon and disposal of contaminated wastes. For health care workers, responders, or caregivers, the bottom line is if there are no fluids, then decontamination is not required. The official recommendation is to work with local and state health partners, on a case-by-case basis. This can best be practiced by building relationships with those partners.

Question (Kerry Leib, PADEP): How long does virus survive in sewage stream? (Concern with cleaning screens.)

- There is no specific answer to this question; but there is not a pathway of exposure within the wastewater system. Instead, this issue will be addressed by the typical wastewater treatment plant. Send questions to the EPA and they will take it up the chain to find an answer. Use precautions you would normally use.

Question (Dave Ormes, USCG Co-Chair): Does the CDC site links directly to OSHA site?

- Yes – the CDC site provides links referencing OSHA resources.

Rapid Ebola preparedness teams are conducting pre-emptive efforts with hospitals in the region for areas with potential for an outbreak or issue.

Adam Hamrick, from OSHA, indicated that PPE guidance is being provided. Guidance documents coming out soon include:

- A PPE matrix for Ebola responses;
- Handling Ebola-contaminated waste stream issues. OSHA is partnering with NIOSH, CDC, OSHA, EPA, and others on this issue; and
- Receipt of complaints. These will be addressed non-formally. There are existing standards that are applicable to responders and blood-borne pathogens.

The following topics were discussed by the membership:

- Sampling protocols – are there any sampling protocols for carpets, couches, etc.? Where can we get guidance? Mr. Wright responded that these issues are being worked on. The industry as a whole is leaning towards not conducting sampling, though there have been lots of discussions for this need. It could be that this would generate incredible volumes of material from a cleanup; in such a case, other things would need to be considered, such as who would autoclave it, who would take care of the ash, etc. Thus, sampling protocols are an ongoing effort.
- Exercises – Sector Delaware Bay is holding an Ebola tabletop exercise. Lindy Nelson (DOI) learned a lot about resources within DOI, but there are additional questions in this matter. For example, are there scenarios or situations where the CDC/HHS would pull broader agencies together in Unified Command? A recent bio-watch effort addressed this and it seems that such a collaboration would be a logical extension for a response should the need occur. The USCG Atlantic Area Command (LANTAREA) planning effort casts a very wide net for federal, state, and local partner engagement. Capt. Moore does not envision that DOI (or other agency) as being part of the UC.
- Packaging – DOT regulates the packaging and transport of infection substances and medical waste. Packaging instructions for sampling and waste can be found on the CDC's website.

Special permits for waste haulers have been issued, and information is provided on the PHMSA website for Ebola response.

- John Giese (VADEQ) spoke to the group, indicating that Virginia is heavily involved in Ebola preparedness. Waste and wastewater issues are one of VADEQs foci as they work with hospital communities and transporters/handlers in Virginia. VADEQ is finding that some unusual decisions are being made around the nation to the address the needs for Ebola response. Thus, we must pay close attention to those decisions when in discussions. Listen closely. Waste transporters/handlers may not be as prepared as they need to be in terms of permitting by the regulatory agencies, and should be verified. Many of the guidelines are being developed and refined as they are identified. When offering information, point to existing guidance, but do not speak for the regulatory agencies; defer to OSHA, CDC, etc.
- Greg Britt (VADEM) said that his agency is escorting shipments that traverse within the state. Hazmat team guidance has been developed. Information has been pulled from other agencies (CDC, OSHA, NIOSH), and it primarily deals with PPE.
- Kerry Leib (PADEP) reported that Pennsylvania does regulate infectious and therapeutic waste. Specifically, it is regulated if it comes from a hospital or doctor's office. If, on the other hand, it comes from someone's residence, PADEP does not have any jurisdiction, so DOT took on permitting for this Ebola waste.
- Alan Williams (MDE) stated that they have an agreement with Ft. Detrick in Frederick, Maryland to take the waste or ash from within the state. Their practices and policies are in good shape; one of the haulers had been given exemption/permit for hauling Ebola waste. National Institutes of Health (NIH) is the only agency dealing with it so far. There are 2 or 3 hospitals in the state that will take Ebola patients. Mr. Williams asked the membership if any organization is addressing how ambulance workers will deal with their PPE. It was recommended that ambulance personnel leave potentially exposed PPE at the hospital.
- What about decon protocols for an ambulance or other transportation? Jamie Bethard (DE DNREC) indicated that they have opened up lines of communications within the state. This is easy to manage because there are only three counties in the state. One hospital has is taking responsibility for the decontamination of ambulances. However, they will only keep victims for a few days before transporting them to a specialized treatment center. Impacts are expected to be minimum in terms of waste for the state.
- Mike Dorsey (WV DEP) West Virginia's Department of Health has the lead for an Ebola response and has been in contact with WV DEP. The real problem for the state is not disposal; the problem is going to be public perception and outcry. The major issue for West Virginia will be managing public expectations.

Bakken Crude Oil Update – Mike Faulkner, National Response Team Executive Director

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 Mike Faulkner (faulkner.mike@epa.gov; 202-580-9177).

Mr. Faulkner provided the membership with an overview of the NRT's role during a response.

Bakken crude oil is a very light volatile type of crude that acts more like refined products such as gasoline when involved in fire. It also contains a variety of other chemicals such as benzene and hydrogen sulfide, creating additional dangers to first responders, especially respiratory problems. Additionally, Bakken has

higher gas content, higher vapor pressure, lower flash point and boiling point, and thus a higher degree of volatility than most other crudes in the U.S., which correlates to increased ignitability and flammability.

There have been eight major accidents in 2013 and 2014 combined:

- **July 6, 2013 – Lac Megantic, Quebec:** 47 deaths, 63 of the 72 tank cars derailed, the blast pattern was over half a mile, 30 buildings were destroyed (slide photo).
- **October 19, 2013 – Gainford, Alberta:** No injuries, 100 people evacuated, 13 cars derailed.
- **November 8, 2013 – Aliceville, Alabama:** No injuries, 30 cars carrying North Dakota crude oil derailed.
- **December 30, 2013 – Casselton, North Dakota:** No injuries, 1,400 people evacuated, 34 cars derailed.
- **January 7, 2014 – Plaster Rock, New Brunswick:** No injuries, 17 cars derailed.
- **January 20, 2014 – Philadelphia, Pennsylvania:** No injuries, 7 cars derailed.
- **February 13, 2014 – Vandergrift, Pennsylvania:** No injuries, 21 cars derailed.
- **April 30, 2014 – Lynchburg, Virginia:** No injuries, 15 cars carrying crude oil derailed.
- **May 9, 2014 – LaSalle, Colorado:** No injuries, 6 cars carrying crude oil derailed.

Because the product is coming in to highly populated areas in large quantities, it is vital for first responders to engage in planning activities and preparedness efforts. This presentation was developed by the NRT training group and this is a subset of the overall training program that is being developed.

More than two-thirds of crude oil is shipped by rail in unit trains. At the terminus of the rail shipment, oil has to be trucked or loaded onto barges for final delivery to refineries. Unit trains are comprised of a single commodity throughout the entire train. While observing a long string of rail cars containing hazardous materials may indicate all other cars in the train are the same, the only way to be certain is to access the hazardous materials shipping documents.

It is important to note the following:

- There has been a significant increase in crude oil supply in North America, due to growing production in the Canadian oil sands and recent expansion of shale oil and natural gas production in the U.S. and Canada.
- North American shale oil and natural gas extraction has been mostly in geographic areas not linked to traditional crude oil or natural gas pipelines, resulting in an increase in surface transport. Surface transport has also enabled crude transport to different refinery across North America (**Figure 3**).
- Transport Canada data shows that in 2008 there were small quantities of crude oil transported by rail, 128,000 carloads (89M barrels) in 2013, and a forecast of 410,000 carloads (287M barrels) by 2017.
- From 2011 to 2013, there was an exponential increase of almost 2700% in crude oil carloads by rail in Canada.
- Industry forecast indicate an increasing amounts of crude oil will continue to be transported on rail within Canada, or between Canada and the U.S., or from the U.S. through Canada back to the U.S.

In November 2013, over 10,022 Bakken wells produced 29M barrels of oil, totaling over 900,000 barrels of oil daily. Growth is expected to continue. The process of hydrologic fracturing or “fracking” is what is leading to the ability to extract this oil.

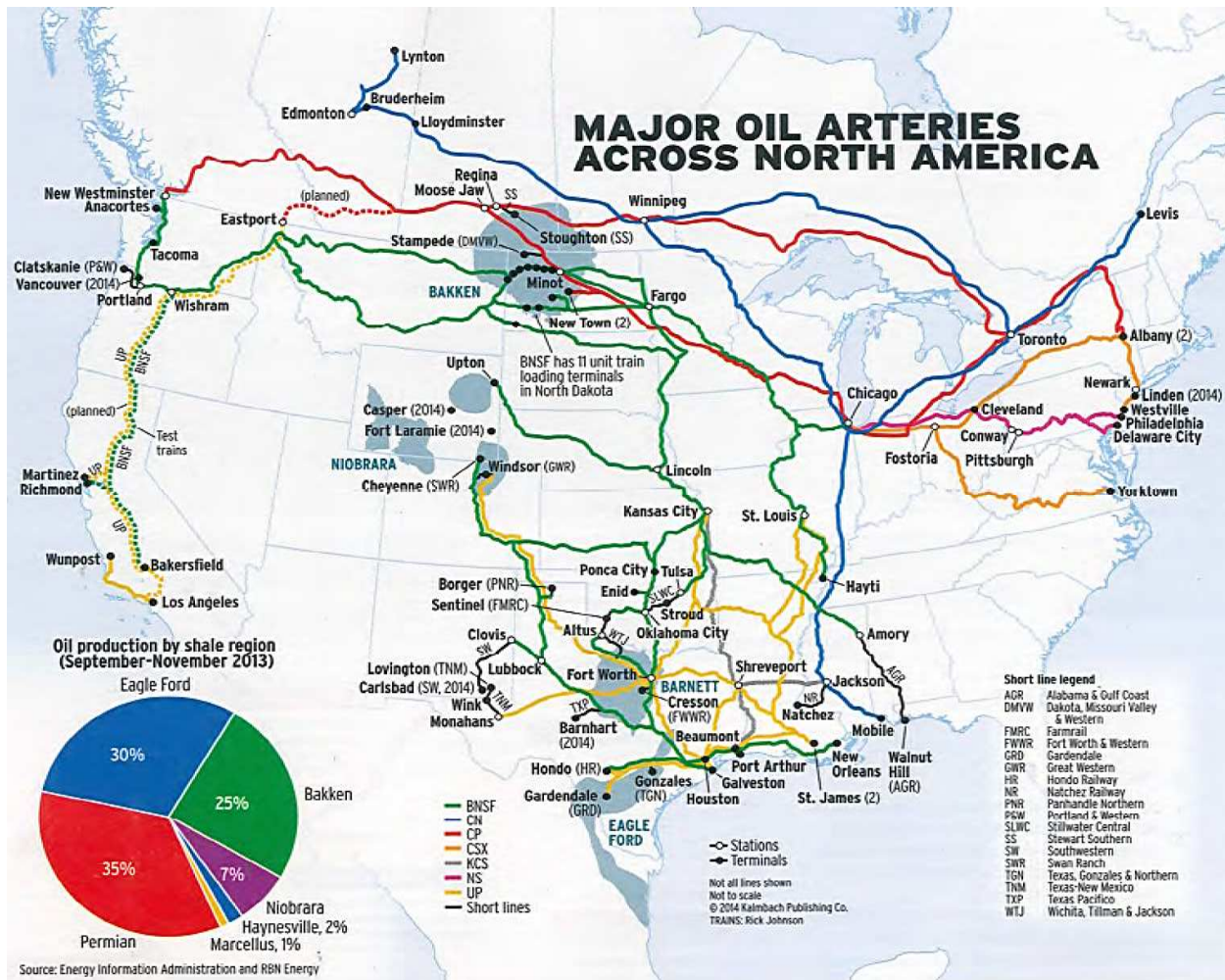


Figure 3. Transportation network of crude oil in the US.

Mr. Faulkner provided some of the lessons learned from the various incidents in recent time. Bakken crude:

- Is flammable and more volatile than other crude oils because of dissolved gases and other petroleum hydrocarbon light ends;
- May contain hydrogen sulfide in varying concentrations;
- Is transported by rail and pipeline, in addition to trucks and vessels;
- Has initiated new regulations development to address the volatility of this oil as well as enhanced rail safety; and
- Emergency personnel need to be aware of the chemical and physical characteristics as well as the health and safety issues associated with a Bakken oil spill response

Update on Domestic Crude in Transportation within Sector Delaware Bay – CAPT Kathy Moore, Sector Delaware Bay – 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 Kathy Moore (Kathleen.Moore@uscg.mil; 215-271-4990).

In addition to Bakken Crude (from shale), we also need to address the thick Canadian tar sands oil that is being diluted with condensate products so that it will flow (DILBIT or diluted bitumen). Delaware Valley has refineries that produce various petroleum products from crude oils (DILBIT as well as Venezuelan and Arabian crudes).

Sector Delaware Bay is actively amending our GRP/Area Planning to include and understand the crude oil transport issues. Depending on the oil, our typical response strategies may not be effective if the oil sinks or travels mid-water. Potentially hosting an ecological risk assessment (ERA) in spring 2015.

Hazardous materials are routinely transported within the sector (Paulsboro and Schuylkill arsenal events are part of our recent experience) the GRP needs to review its existing booming strategies for effectiveness. They have identified 35 areas that are high risk and dubbed “Water-Rail Nexus Areas” which will be included as annexes to their ACP/GRP to understand and tailor booming strategies.

Exercises

Many of the railroads, LEPCs, and the states are engaged and supportive in participating in exercises on this topic; we want to make sure they are able to work with the Sector. Sector Delaware Bay is engaging Philadelphia Office of Emergency Management (OEM) as well.

Question (Frank Csulak, NOAA): Because Bakken oils dilute so quickly in water column there is no real recovery effort involved – how are you addressing that need?

- Trying to determine if there is an effective skimming tool/method. May require a combination of response methods (booming and skimming). We would need a project involving a pool/pond and equipment to test this. So far Bakken incidents have not had major effects on wildlife. Not sure if got into plant life in marshes. DILBIT is different story, as seen in the Kalamazoo River spill – Canada has more history/experience on spills involving diluted bitumen.

Question (Dave Ormes, USCG Co-Chair): Does the state receive the lab analysis or specific information about what is being shipped within its borders?

- No they are not provided with analyses of each trainload of product; the information is classified as proprietary – so the transporters do not share this information with the state.
- Under the DOT Emergency Order, each state emergency response committee (SERC) receives information on the number of projected crude oil trains each month.
- The State of Maryland is receiving shipment notifications for the 2-3 shipments a week that are passing through the state; however Maryland is only seeing the empty rail cars as they are using different route to the refineries when loaded because they follow a circuit and Maryland is on the return leg of the circuit.

FOSC REPORTS (AREA COMMITTEE REPORTS):

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

EPA Region III OSC Reports

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

- Region III has nearly completed the Inland Area Contingency Plan (IACP). They are currently working on plan promulgation.
 - Volumes I, II, IV and VII were promulgated by Cecil Rodrigues (EPA) on April 28, 2014. Yesterday; Volumes V, X, XI, and XIV were promulgated on September 3, 2014; and three additional volumes (Sub-Area Contingency Plans [SACPs]) were presented at the Inland Area Committee Meeting for review and comment on November 4, 2014. Copies of the recently promulgated SACPs are available at: www.epaosc.org/r3iac.
 - Working on training outreach and exercise. Future efforts need to focus our resources on the planning side. The IACP Viewer is in the process of being transferred to the EPA Cloud server and training and outreach within the sub-areas is a current focus. Various security levels are being established for the IACP Viewer. A new link to the IACP GIS Viewer will be sent out once the security and access issues have been resolved.
 - 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 needs to be addressed to ensure that our OSCs are prepared in the preplanning processes for consultations.
 - The IACP will be updated annually, beginning in January each year; updates will be reported at each May RRT III meeting.

Sector Delaware Bay (Philadelphia Area Committee)

Representative CAPT Kathleen Moore provided the following highlights for the Sector:

- 100+ incidents have occurred since our last report; 49 were mystery sheens. Sector Delaware Bay is a member of both RRT II and III.
- Dredging in the Delaware Bay. The dredge hit an 8.5” pressurized LNG pipeline. The Delaware River was closed to vessel traffic very briefly . . . Thankfully, the affected pipeline was quickly.. Once the pipeline was secured, the USCG reopened the river for traffic. The Investigation is still ongoing. No injuries were reported and there was no damage to dredge.

Question (Dave Pugh, USCG): What is projected impact of deepening river?

- The Sector does not expect additional vessel traffic with the deepening of the waterway (40’ to 45’ depth). No anticipated deeper draft vessels are expected as we are still limited by bridge heights. There is some interest in locating new terminals in the Sector.

Question (Frank Csulak, NOAA): How will this impact Big Stone Anchorage?

- It does not affect the anchorage; may shorten the lightering timeframe as deep draft vessels can move further upriver. Note that the Sector is seeing a decrease in lightering due to an increase of domestic crude transportation from other means.

Sector Baltimore (Upper Chesapeake Bay Estuary Area Committee)

Representative CAPT Michael Keane provided the following:

- 182 incidents occurred since last RRT III meeting; nothing significant. These responses provided opportunities for training Sector pollution responder personnel.
- Operational highlights:
 - Worked with the DC DDOE on one federalized case involving a one gallon bucket of tar that was not claimed by the responsible party.
 - Hickey Run watershed issue – this is a long-term response.
 - Working with MDE on two cases (Bonn Street diesel discharge into waterway; and the Clinton Street spill). During the Clinton Street response, the responsible party has been proactive to mitigate the discharge. The case is closed for USCG.

Sector Hampton Roads (Mid-Atlantic Coastal Area Committee)

Representative LCDR Bill McKinstry provided the following incident summary for the Sector since the last meeting:

- A 900,000 gallon sodium hydroxide tank about to unzip. Neighboring facility had sand and built berms around the facility in order to limit the release into the river. There are no caustic soda barges in the area that could respond to the tank rupture, only the one that moves the product into the area. Kinder-Morgan just purchased the facility and determined that only one tank was a viable transfer tank and it had a micro hole. Level A was required throughout the area. The caustic soda was removed. The Lessons Learned from this response included:
 - Public meetings are an effective and helped diffuse the angst and concern by the local residents;
 - Used the Port Command Bus to support the UC. Able to transport the 200 responders and eased communications and thus decision-making; and
 - A bomb-squad robot was used to take detailed photographs of the weakening tank and provided images to surveyors which in turn helped the UC to make informed decisions.
- The Lynchburg, Virginia train derailment and Bakken crude spill was an EPA response. The Plains Refinery had permits to take 60 train cars per month; this will increase to 80 trains per month. The USCG sent personnel to learn about the incident and gather information.
- Participated in the Annual 5-day Fire-Fighting Symposium; 120 fire-fighting groups participated.
- 8-12 September 2014 – SOARS training with the USCG D5 DRAT and the USCG Elm Cutter.
- 2-6 March 2015 SAR Forum – this is a joint training opportunity with 17 jurisdictions involved conducting pollution response and search and rescue training with waterside responders

Sector North Carolina (Coastal North Carolina Area Committee)

Representative LCDR Miguel Torrez from Sector North Carolina had nothing additional to report other than what was provided in the PRESENTATION: NOAA's RULET and the W.E. HUTTON Response highlights.

- See presentation notes.

Sector Buffalo – (Lake Erie Area Committee)

Representative CAPT Steven Wischmann provided the report-out for Sector Buffalo.

- Personnel swat out incident management chief
- 27 May 2014, freighter Federal Kivalina lost power and grounded in the St Lawrence Seaway near Thousand Island Bridge – sensitive waterway. Ran hard ground on rock, rotated into current, and punctured hull in several places. Took several tugs to salvage
- Currently have no COTP.
- Activate contingency plans and salvage plans
- Large-scale ICS radionuclide detection exercise. Brought into vessels to test detection.
- Engaging with travel partners – getting them their own boom and gear.
 - Having them attend training courses offered.

Sector Ohio Valley, MSU Huntington

Representative CDR Lindsey Weaver reported for CDR Boone MSU Huntington provided a complete list of incidents on a handout (*refer to handout*) and reported.

- Provided combined written report for Sector Ohio Valley, Pittsburg, and Huntington.
- August 2014 full-scale exercise (Kentucky-West Virginia) provided opportunity in putting together the ICS structure.
- Pollution responses were all minor responses (oil transfer).
- Exciting response when barge transporting molasses took on water due to the weight of the molasses. Had to heat the valve to be able to remove (portable heater).

MSU Pittsburgh (Port of Pittsburgh Area Committee)

Representative CDR Lindsey Weaver from MSU Pittsburgh provided a complete list of incidents on a handout (*refer to handout*) and reported:

- Participated in Industry Day on June 13, 2014.
- Cyber Security Training being offered to personnel (oil transfer concerns).
- Continue to work with EPA on updating MOA between EPA Region III and USCG D8.

STATE AND COMMONWEALTH REPORTS:

Maryland

Representatives Alan Williams and Geoffrey Donahue of the Maryland Department of the Environment (MDE) reported the following.

- Thanked Virginia for PPE (Ebola preparedness).
- Nothing to report.

Pennsylvania

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

- October 30, 2014 a fire ball was reported at a Butler County well site from valve that failed. The Fire Co. put out fire and everyone went home. Looking into fire eye flame monitor systems that can automatically shut down system.
- In Harrisburg, a car junk yard (CSR) occasionally catches fire. In June 2014, this time it was because of a lightning strike. Monitored air for what might be release. Used some data from EPA on results of past tire/vehicle/etc. fires. In end, release from fire not significant.

Virginia

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

- A total of 1,400 notification of spills releases this year and responded to 140; 30 % Meth labs.
- Peroxide incident in freezer exploded door off – no injuries/fatalities.
- Military plane fell out of sky; only casualty was pilot; no other problems resulted from incident; everything was consumed by fire.

Representative John Giese and Elizabeth Lohman, Virginia Department of Environmental Quality (VADEQ), reported the following:

- Ebola preparedness – identified supply chain for PPE; state planning efforts and sharing with MD.
- Railroad Safety and Security Task Force was stood up by Governor McAuliffe in May.

Delaware

Representative Jamie Bethard, Delaware Department of Natural Resources and Environmental Control (DE DNREC) provided the following highlights:

- Participated in exercise in Aug with railcar. Scenario was crude oil and chlorine release.
- Drug lab activities are picking up attain (3 for week). Dimethyltryptamine (DMT) is the current product made out of mimosa root/grass.
- Delaware City refinery has over 300 gallons of AFFF. With 50 mile of radius to provide as a resource in fighting fires.

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

West Virginia

Representative Michael Dorsey, West Virginia Department of Environmental Protection (WVDEP), reported the following:

- Nothing significant to report

District of Columbia

Representative John Emminizer from the DC Department of the Environment (DCDOE) was not present.

AGENCY REPORTS:

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

Department of Commerce (DOC)

Representative Ed Levine, NOAA SSC was not present.

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

- SCAT class conducted September 23-25, 2015 in Lewes, Delaware.
- The November 2014 Science of Oil Spills class in Norfolk, VA is full.
- Will be attending a Sector Hampton Roads meeting next week.
- January through Mid-March Ed will be on temporary assignment at HQ and Frank will be covering for his area in addition to his own.

Department of the Interior (DOI)

Representative Lindy Nelson, DOI Region III, reported the following:

- Historic preservation job aid – consultation requirements for FOOSC or OSC for spill. Looking at job aid to see if useful for RRTs or RP. Currently for park service.

Agency for Toxic Substances and Disease Registry (ATSDR)

Representative Lora Werner, ATSDR Region III, reporting the following for ATSDR:

- Plague-type exercise conducted in Philadelphia.
- During the summer, ATSDR collaborated with EPA to conduct a study at the site of a former Lead Smelting facility. The study focused on blood lead levels in children/environmental sampling in an urban environment.
- The Marcellus shale report still in the works.
- Elk River, West Virginia report on effects of 4-methylcyclohexanemethanol (MCHM) is also still in the works.

Federal Emergency Management Agency (FEMA)

Representative Maryann Toniazzo for Richard Polley reported the following for FEMA:

- FEMA Region III will be conducting steering committee meeting November 18-20, 2014 at FEMA HQ in Philadelphia, PA.

Government Services Administration (GSA)

Representative Maryann Toniazzo reported the following for GSA:

- GSA training and preparedness focused on being exercised; have been active participant in FEMA workshops:
 - Nuclear device exercise presented during Information Management Workgroup, and

- Biennial Emergency Preparedness Exercise at the Susquehanna Steam Electric Station.
- Training: offer two (2) per month (range from 1-hr to full day; for GSA and interagency community).
- June was busy with Unaccompanied Alien Children Services Program. Over 400 facility searches completed; identified 50 sites needing additional survey; main focus is now in Texas.

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

Representative Alan Kersnick, Navy On-Scene Coordinator (NOSC) representative, provided the following:

- He is the new DoD-NAVY representative for the RRT III.
- Navy will be hosting a government-lead PREP exercise in December 2014.

US Army Corps of Engineers (USACE)

Representative William Rogers USACE was not present.

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 Anthony Murray, PHMSA, reported the following:

- To Sector Delaware Bay – recommend that the Dredge Master call before you dig to become aware of pipeline locations before the upcoming dredge.
- Crude oil 1267 UN number is being considered for a new number for Bakken style oil. But has to be agreed upon internationally.
- Current push for TRANSCAER training.
- Do they treat rail tank cars before they leave?
 - Gasoline is added to ethanol so that people cannot use for drinking (denature) – do not do for oil.
- On July 1, 2014, a mother/daughter food truck business blew up due to failure of propane tank/cylinder on truck. The vintage 1948 tank was not tested or labeled. Educating food truck operators on how to check tank trade-ins.
- Looking for comments for 2016 Emergency Response Guidebook update.
- Defining high-hazard flammable trains (HHFT) for 20+ tank cars for mined gasses or liquids. Explain the difference is between packing group 1 or 2.
- Rail routing risk factors: reduce speeds, enhanced braking systems, enhanced safety systems (including thicker liners, headshields)

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

Representatives Ray Hanna, Protective Security Advisor (PSA) was not present.

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.

- Participating in exercises for Ebola.
- EO 16350 – working with EPA and have MOU sharing information and doing RMP inspections. Will be cross referencing OSHA inspection lists. Branches out to agriculture as well.
- HAZCOM deadline reminder: June 1, 2015 ALL shipments must have appropriate shipping labels and SDS.

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, Dave Pugh (USCG) (David.E.Pugh1@uscg.mil) or Cindy Santiago (EPA) (Santiago.Cindy@epamail.epa.gov).

The next Region III RRT meeting is tentatively scheduled for May 18-21, 2015 in Virginia Beach, VA. 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>.

- Charleston, WV – Oct 27-29

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 1405.