

Section III: Hazard Specific Annexes

Annex 4: Hazardous Materials/Transportation Accident Table of Contents

Purpose	3
Situation & Assumptions	4
Concept of Operations.....	5
A. Direction & Control.....	5
B. Authorities and Limitations	7
C. Communication	7
D. Public Information.....	8
E. Considerations and Implementation Responsibilities	8
◆ Agency Cooperation	9
◆ Confidentiality.....	9
◆ Debris Removal and Scene Security:	9
◆ Evacuations: <i>Chief Elected Officials</i>	10
◆ Mental Health: <i>American Red Cross</i>	10
◆ Search and Rescue: <i>Sheriff's Department</i>	10
◆ Shelter and Family Referral Services: <i>American Red Cross</i>	10
Key Contact Numbers for Transportation Accidents:.....	11
County Assignment and Responsibility Checklist.....	12

Section III: Hazard Specific Annexes

Section III: Hazard Specific Annexes

Introduction:

Primary Agency: Fire Services

Support Agencies:

- Absarokee Fire Department (FD)
- Columbus FD
- Molt FD
- Nye FD
- Park City FD
- Rapelje FD
- Reed Point FD
- Montana Regional Haz-Mat Teams
- Stillwater County Disaster and Emergency Services
- Law Enforcement Agencies
- City/County 911 Dispatch Center
- Public Works Agencies
- Public Health Agencies
- National Weather Service
- Montana National Guard



Purpose

The purpose of this annex is to supplement the Stillwater County EOP by establishing policy and procedures specific to Hazardous Material/ Transportation accidents.

It is not intended to define Standard Operating Procedures (SOP) for any particular agency, but to provide a framework for operations in the event of mutual aid between agencies.

This annex will provide an organizational framework to effectively utilize all available fire fighting apparatus and personnel within Stillwater County, control the dispatching of such equipment and manpower to locations where needed, and provide for effective operations at the scene during an emergency/disaster.

Two major types of transportation accidents will be considered in this annex, *rail* and *air*. Motor vehicle accidents, which occur on roadways within the county, would not normally constitute a major emergency under this plan unless hazardous materials or mass casualties/fatalities complicated the incident.

(Please also see mass casualties Annex.)

Scope:

This annex addresses all activities including detection, containment, and clean-up of Hazardous

Section III: Hazard Specific Annexes

Material and or Transportation Incidents occurring separately or coincidentally. The scope of this section will not attempt to address details regarding mutual aid and regional fire mobilization responsibilities and procedures that are contained in other documents.

Situation & Assumptions

A. Situation

Hazardous materials are transported in ever-increasing volume; by road, rail, and air.

They are also stored in very large quantities in almost every community and rural area. These materials/substances can be, among other things, explosive, corrosive, radioactive, poisonous, or at the least - a pollutant.

Mining, Agriculture and other Industry within the county rely on Hazardous type materials.

Stillwater County has one major rail company operating within its limits: Montana Rail Link (MRL) is used for cargo shipment and delivery for industry.

The County is located in a corridor known for heavy interstate and rail traffic that dissect it from east to west.

The Columbus Municipal Airport conducts flights in and out of the county involving cargo, and private flights.

Military and DNRC flights, especially helicopters, also transit the county on a regular basis.

This Contingency Plan will provide procedures, information, and assignments of responsibility applicable to an incident involving hazardous materials and or transportation incidents.

B. Assumptions

Hazard type materials exist at high levels in the County due to the Agriculture and Mining and other industrial activities within the area.

In the event of an earthquake, or other significant event, large, hazardous material spills could be common.

In a disaster, some specialized response resources may become scarce or damaged. State and other resources may be called upon.

Efficient and effective mutual aid among the various local, county, state, and federal agencies requires the use of the Incident Command System (ICS), with compatible equipment and communication.

Section III: Hazard Specific Annexes

1. Aircraft accidents, particularly commercial flights, are especially susceptible to having mass casualties and fatalities.
2. Rail accidents are often HazMat incidents.
3. Demand for resources may be critical. Support from mutual aid would likely be needed.
4. Based on the location of the accident, mass casualty and/or evacuation procedures may be required.

Concept of Operations

A. Direction & Control

General:

- ◆ See the Direction and Control Annex in Section II: Functional Annexes.

◆ **HAZARDOUS MATERIAL** is a substance or material which has been determined to be capable of passing an unreasonable risk to health, safety, and property. These substances or materials can be classified in one or more of the following classes:

- | | |
|----------------|--------------------------|
| 1. Explosives | 5. Corrosive |
| 2. Flammable | 6. Compressed Gas |
| 3. Combustible | 7. Poison |
| 4. Oxidizer | 8. Radioactive Materials |

These categories of designated hazardous materials are addressed in the Department of Transportation Emergency Response Guidebook (DOT P 5800.3) located at the EOC and selected emergency response facilities (Sheriff's Office, Fire Stations.)

- ◆ The Incident Command System will be implemented at all incidents.

- ◆ Incident Command:

Rail Accident

The **Fire** agency having jurisdiction shall assume command if the event involves a fire and/or casualties. Unified Command, involving railroad representatives, is recommended for any other Rail accident requiring local response.

- ◆ The Incident Commander will establish an Incident Command Post (ICP) as soon as possible and ensure that the location of the ICP and identity of the IC is disseminated to all responders.

- ◆ The IC will adapt the management structure to reflect the need and complexity of the incident. In accordance with other annexes, this may include, but is not limited to activating the EOC, establishing unified command, and requesting mutual aid support from neighboring jurisdictions.

Section III: Hazard Specific Annexes

- ◆ The ICS has been adopted and is used by many first responders and local jurisdictions in the State of Montana to manage incidents and events. The purpose of ICS is to establish command and control with a system recognized by all responders, using the same organization and nomenclature.
- ◆ The ranking member of the first arriving response unit assumes command until relieved. An Incident Command Post (ICP) is established as the focal point for all emergency operations. Upon determination of fire protection responsibility and the need for additional resources, management responsibility may pass from local to state or federal agencies.
- ◆ In a disaster, several ICS units may be established to manage the significant areas of need. The IC will adapt the management structure to reflect the need and complexity of the incident. A unified Command may be established.
- ◆ The IC may also take other management steps such as requesting activation of the EOC, and requesting incident activities coordination agency representatives within the EOC.
- ◆ The EOC may provide support to the Incident Commanders in such areas as evacuation, communications, transportation, shelter, and any other resources required.
- ◆ A situation map will be maintained by the EOC Planning Section to illustrate the affected areas and any other pertinent information such as anticipated fire activity and possible evacuation routes.
- ◆ Fire agencies may request activation of the Local Incident Support Team or a State or Federal Incident Management Team (IMT) to assist with managing the incident.
- ◆ Fire agencies may request activation of other local agency resources, such as Search and Rescue units, or law enforcement. These resources may be made available if not otherwise occupied.
- ◆ All non-traditional resource requests should be made to the County EOC. These may include one of the State's Regional Haz-Mat Teams, and/or Montana National Guard.
- ◆ Law Enforcement may provide traffic control, scene security, and assist in the movement of people and animals in the case of evacuation.

Air Accident

If the incident occurs at Columbus Municipal Airport, the Airport Emergency Plan will be implemented. Under this plan, Columbus Fire Department assumes the Command function.

If the incident occurs off of Airport property, the **Fire** agency having jurisdiction shall assume command if the event involves a fire and/or casualties. Unified Command is recommended.

Section III: Hazard Specific Annexes

B. Authorities and Limitations

- ◆ The Incident Commander (IC) has authority to coordinate the use of resources and personnel at the scene of the emergency.

- ◆ The Commissioners have the authority to declare a State of Emergency within their jurisdiction and the responsibility to request a state or federal declaration if appropriate.

- ◆ Commissioners have the authority to enter into mutual aid agreements between their jurisdictions and other jurisdictions.

- ◆ Law Enforcement has the authority to secure the crash site to maintain the integrity of the accident in an attempt to discover the cause (*after fire suppression and victim rescue operations are complete*).

- ◆ The FAA has the authority and responsibility to investigate all accidents involving aircraft.

- ◆ The NTSB has the authority and responsibility to investigate accidents involving all aircraft as well as selected rail accidents. It is NTSB policy to be on the scene of a major accident as soon as possible. In minor aircraft accidents, the FAA may respond to the scene instead of the NTSB.

- ◆ The Department of Defense has the authority to investigate any accident involving military aircraft.

- ◆ The County Coroner's Office is the lead agency for the collection, storage, and disposition of all human remains and their personal effects. The Coroner has the authority to control removal of any fatalities from the crash site. The Coroner will work closely with the respective investigation agency.

C. Communication

- ◆ An important component of activity prior to, during, and following any transportation/industrial accident is coordinating the communication flow of information with local, state and federal agencies that maybe involved as well as the media.
- ◆ Notification of the occurrence of a transportation incident will come through the 911 Dispatch Center or observance by field personnel.

- ◆ If appropriate, the DESC or his deputy will activate the EAS by contacting the **NWS 1-800-240-4596**) to initiate a public broadcast message. Radio stations KEMC and KCTR and TV stations KTVQ and KULR will copy the message and interrupt regular programming for the broadcast.

- ◆ The official using the EAS will identify himself and state the purpose of the message. Officials with access to the EAS are the DES Coordinator, county commissioners, city manager, sheriff,

Section III: Hazard Specific Annexes

and police and fire chiefs. Messages will be coordinated with the commissioners, and released through the DES coordinator or his designee (e.g. PIO).

D. Public Information

- ◆ See the Public Information Annex in Section II: Functional Annexes
- ◆ The EOC will be responsible for all emergency public education and information.
- ◆ Once appointed, the Public Information Officer (PIO) will be responsible for public coordination and dissemination during the emergency and will clear all press releases through the Incident Commander or DESC. All approved press releases will be logged and a copy saved for the disaster records.
- ◆ During the event, the PIO, in conjunction with the IC, will continue to provide pertinent information over radio and TV. The public will be reminded to remain calm, stay tuned for more information, and to follow the instructions of emergency management personnel.
- ◆ The PIO may also participate in a Joint Information Center (JIC), staffed by PIOs from various agencies, to address the media with a single, coordinated voice.
- ◆ Special care should be taken to provide up-to-date information to friends and family of victims. Consideration should be given to keeping all such people in a central location where they can be protected from the press, and where information can be provided as it becomes available.
- ◆ The American Red Cross will be an invaluable asset in dealing with families affected by any significant transportation incident.

E. Considerations and Implementation Responsibilities

Every type of disaster has issues that are unique to that type of situation. This section is designed to point out the disaster specific issues or areas of consideration and what agency, private or governmental, is responsible to resolve that issue.

CHEMTREC (The Chemical Transportation Emergency Center) is a public service of the Chemical Manufacturers Association. It provides immediate advice for those at the scene of an emergency and will contact the shipper of the hazardous material involved for more detailed assistance and appropriate follow-up. Chemtrec operates around the clock to receive toll-free calls from any point in the United States. **1-800-424-9300**.

NORTHRIDGE TOX CENTER is a service located in the Health Center in Northridge, California. It is a 24-hour service which has a team of experts available to answer questions related to the

Section III: Hazard Specific Annexes

effects of hazardous materials. They have medical personnel to provide advice on medical treatment of hazardous material problems. **1-800-227-6476**

◆ **Agency Cooperation**

The unique nature of transportation accidents provides for a different type of cooperation than most local agencies are used to experiencing. Federal agencies will most likely take the lead role relatively early on after the incident is reported. These agencies have the expertise to conduct these types of specialized investigations that is likely not available within the county.

1) It is vital that the Incident Commander contact the NTSB prior to removing deceased victims, or moving aircraft wreckage. Call:

◆ **NTSB Safety Office 425-227-2000 (24 hr.)**

2) For railroad accidents, the IC should contact the railroad's emergency response center as well as the NTSB prior to removing any victims or wreckage:

◆ **MRL (406) 523-1463 (24 hr)**

◆ **Confidentiality**

The nature of transportation accidents makes the issue of confidentiality a significant issue. Special care must be taken to allow the airline or agency affected by the accident to confirm casualties and to notify the next of kin via prescribed methodology. If the aircraft either originated from or was destined for the county, extreme pressure from local media will occur. There are legal and ethical issues that must be considered.

◆ **Debris Removal and Scene Security:**

County personnel should not attempt removal of accident-related debris from the accident area except as necessary to facilitate rescue without clear direction from the appropriate authority. Accident investigation is highly dependent upon the preservation of the accident scene, which should be maintained in as close to impact condition as possible. Removal of debris will ordinarily be accomplished by, or under the direction of, investigative agencies such as the TSA, NTSB, or FBI. Scene security is of extreme importance, and shall take place under the direction of the Police Department.

When responding to and securing the scene of a transportation accident, the following steps should be considered:

If bodies must be removed prior to the arrival of investigators, attempt to identify the victim, and mark the position in which the body was found. The location and position of bodies may be valuable clues to the cause of the accident. Assign a photographer to document the accident scene, and the location of bodies prior to their removal.

Section III: Hazard Specific Annexes

Mark cuts or tears in metal or other materials made in order to rescue victims to differentiate them from those that were the result of the accident.

Protect the scene from “souvenir” hunters. This may require lighting the scene at night to ensure a secure perimeter.

◆ **Evacuations:** *Chief Elected Officials*

Upon the establishment of the EOC, the Commission or their designee has the responsibility to order appropriate citizen evacuations utilizing local law enforcement or other emergency responders as deemed appropriate. Prior to the establishment of the EOC, the Incident Commander has the responsibility to recommend evacuations if the situation is imminently critical. (see Evacuation Annex)

◆ **Mental Health:** *American Red Cross*

Due to the often gruesome nature of transportation incident, mental health issues become a major consideration. When an aircraft goes down, stress issues arise at both the point of origin as well as the destination of the aircraft. Organizations such as the ARC are well equipped to provide trained mental health teams to assist at all appropriate sites.

◆ **Search and Rescue:** *Sheriff's Department*

If the accident occurs in a rural part of the county, the most logical use of S & R is to help locate and secure the crash site. Care must be taken to protect the integrity of the site so as not to hamper the investigation into the cause of the accident. Another advantage of early activation of S & R would be to determine if there are survivors to expedite proper medical attention.

◆ **Shelter and Family Referral Services:** *American Red Cross*

If temporary lodging is needed due to a transportation accident, the ARC will activate, publish information concerning shelters, and manage shelter operations. It is critical that all efforts to shelter and feed citizens are a coordinated effort between the Red Cross and all other agencies. The EOC is the logical broker for this communication. Call:

☐ **Stillwater County District ARC 1-800-272-6668 (24 hrs)**

The Salvation Army may also be requested to provide shelters and mass feeding. Army operations will be coordinated through the EOC and Red Cross to prevent duplication of effort.

Call: **1-800-272-6668** .

(see Mass Care Annex)

Section III: Hazard Specific Annexes

Key Contact Numbers for Transportation Accidents:

Agency	Primary #	Secondary #
ARC American Red Cross, Stillwater District	(1-800-272-6668 (24 hrs))	
BLM Bureau of Land Management	(406) 896-2900/(406) 896-5010	
BOR Bureau of Reclamation	(406) 247-7600	
CHEMTREC	(800) 424-9300 / (202) 463-1596 fax	
North Ridge Tox Center	(800) 227-6476	
Cyanide Hotline – Medical Treatment Information Du Pont Chemical	(800) 441- 3637	
Department of Defense Hazardous Materials Hotline	(800) 851-8061	
Environmental Health, Stillwater County	(406) 322-8055	
EPA Environmental Protection Agency	(800) 227-8914	(303) 293-1788
Federal Bureau of Investigation --EOC --FBI Billings Field Office	(202) 323-3300 (406) 248-8487 / (406) 896-3285 fax	
Federal Emergency Management Agency (FEMA) EOC	(800) 634-7084	
FHA Federal Highway Administration	(406) 449-5302	
Woltermann Memorial Airport	(406) 322-5313 / (406) 322-5974	
BIDC Billings Interagency Dispatch Center	(406) 896-2900 (24 hrs)	
KCTR	(406) 248-7827	(406) 252-4899
KEMC	(406) 657-2941	
KTVQ-2	(406) 252-5611	
KULR-8	(406) 656-8000	
MTDEQ MT Dept. of Environmental Quality	(406) 247-4445	(406) 841-5000 /247-4430
MT DES Duty Officer	(406) 324-4777 (24 hr)	
MTDNRC Dept. of Natural Resources	(406) 698-3743 / (406) 247-4400	
MTDOT MT Dept. of Transportation	(406) 657-0217	
Montana Rail Link Emergency Response Center	(406) 523-1463	
National Railroad Emergency Hotline	(800) 424-0201	
NTSB National Transportation Safety Board	(425)-227-2000	
NWS Billings National Weather Service	(406) 652-0851 / (800) 240-4596	
Energy Laboratories- (ELI) Billings (Environmental)	(406) 252-6325	
Pace Analytical – Billings (Environmental)	(406) 254-7226	
Regional HazMat Teams (contact DES)	(406) 324-4777	
Salvation Army	(406) 249-9149	
Union Pacific Railroad Emergency Response Center	(800) 595-3488	
U.S. Department of Transportation Federal Motor Carrier Safety Administration	(406) 449-5304	
UTLX Rail Car Manufacturer	(312) 431-3111	

Section III: Hazard Specific Annexes

COUNTY ASSIGNMENT OF RESPONSIBILITIES:

INCIDENT COMMAND:

The jurisdictional Fire Chief is responsible for Incident Management. (Unified Command is recommended)

SHERIFF'S DISPATCH:

1. Utilize Hazardous Material Incident Report Form to gather appropriate information.
2. Notify Incident Manager, Sheriff, DES Coordinator, and appropriate Chief Elected Official.
3. Alert hospital of possible victims and, if known, type of contamination they may have.
4. Dispatch ambulance as appropriate.
5. If there is a train wreck, notify the Montana Rail Link Safety Officer, in Laurel, Montana at 628-8012.
6. Keep in contact with the Incident Manager.

INCIDENT MANAGER (Jurisdiction Fire Chief):

Actions en route to the Scene:

- a. Insure law enforcement response for traffic and crowd control.
- b. Have dispatch check weather forecast for area.
- c. Determine geography at scene.
- d. Respond from upwind of an incident.

Actions on Arrival at the Scene:

- a. Risk lives only to save lives.
- b. Determine if hazardous materials are present:
 1. Check rail car or vehicle for placards.
 2. Check for Bill of Lading, if it is a truck. If it is a train, check Waybill or Consist
- c. Determine immediate health/safety hazards.
- d. Restrict access and evacuate if necessary.
- e. Establish a Command Post.
- f. Determine strategy and tactics.
- g. Request assistance as necessary.
- h. Follow Contamination Control and Decontamination procedures.
- i. Supervise/control/coordinate product recovery.
- j. If the chemicals are not identified and the hazards unknown,

Section III: Hazard Specific Annexes

fight fire as though chemicals are toxic, and likely to have explosive actions.

- k. Inform Emergency Medical Services of contamination hazards.

DISASTER AND EMERGENCY SERVICES (EOC):

1. Contact industry, state and federal authorities to ascertain extent of hazard.
2. Gather all information available on transportation firm involved in incident.
3. Encourage responding agencies to keep track of fiscal considerations.
4. Keep Chief Elected Officials informed.
5. Be prepared to help coordinate an evacuation.
6. Request industry, state or federal aid as needed.
7. Open EOC, if requested.

SHERIFF'S OFFICE:

1. Provide traffic control and incident site security.
2. Implement evacuation procedures through DES and the Chief Elected Officials as necessary.
3. Have a representative at the Field Command Post.
4. Provide assistance to the Incident Manager as requested.

EMERGENCY MEDICAL SERVICES:

1. **Hospital:**
 - a. Implement the Hospital Emergency Operations Plan.
 - b. Prepare for casualties.
 - c. Prepare for decontamination procedures as needed.
2. **Ambulance:**
 - a. Responsible for triage, treatment, and transportation.
 - b. Coordinate with Incident Manager, provide assistance as requested.

PUBLIC INFORMATION OFFICER:

1. Coordinate news media.
2. Coordinate with Chief Executives, Incident Manager and DES Coordinator on news releases and information to the public.
3. Make periodic broadcasts or announcements to the public and press keeping them informed and advised of hazards and conditions and emergency information.

Section III: Hazard Specific Annexes

PUBLIC WORKS/ROAD AND BRIDGE:

1. Be prepared to shut down or isolate public utilities and services if threatened with contamination. Assist the Incident Manager as requested.

RADIOLOGICAL INCIDENTS:

Follow the same procedures for hazardous material spills with these added considerations:

1. Isolate the incident area. Rescue the injured and initiate any needed emergency treatment. DETAIN all concerned, unless seriously injured. Cordon off area until a radiological team can be brought in with radiological instruments. This is a highly technical field, and this work must be performed by competent professionals. No material or equipment should be removed from the scene without being surveyed by the monitoring team for contamination.
2. Fires should be fought (following hazardous material precautions), with the minimum dispersal of water or material runoff.
3. No food should be consumed in the incident area.
4. The radiological team will come under the control of the Incident Manager. The team will assume control of the technical operations to test for radiological contamination and initiate decontamination procedures.
5. Depending on the magnitude of the incident, activate the Emergency Operations Center.
6. When victims of the incident involving radioactive materials are taken to the hospital for treatment, be sure the hospital personnel understand that special precautions must be followed because of contamination.
7. Do not clear the scene or assume the incident is closed until radiological operations experts have given their clearance.