

LOCAL EMERGENCY PLANNING COMMITTEE COMMUNICATOR

AUGUST 2013

SERVING THE SOUTH CENTRAL KANSAS AREA

VOLUME 3

Commentary

July 16th Union Pacific Derailment – Hays, Kansas



On July 16, 2013 at approximately 1:25 AM a train derailment occurred at the rail yard in Hays, Kansas near the corner of 8th and Vine. A Union Pacific train with 79 cars headed east from Denver to Salina accidentally diverted to a side track causing 18 rail cars and the locomotives to derail. Ethanol tank cars carried by the trains involved were not severely damaged or leaking. In an effort to protect the tank cars, fire department personnel doused the tank cars while fires were being put out. Three locomotive crewmen walked away from the massive collision and provided on-scene crew information on the commodities. Hays police initially set up a 300-foot evacuation perimeter and expanded it to 900-feet, evacuating a nearby trailer park.

Resources: Hays Fire Chief Gray Brown called in mutual aid from Ellis County Rural Fire Department, Ellis Fire Department, and Victoria Fire Department. Ellis County Emergency Manager Bill Ring set up shelter operations for the residents evacuated. Hays police were supported by the Ellis County Sheriff office to maintain security and road blocks. The American Red Cross provided food for people and responders at the scene, and an emergency services support unit was provided with supplies. The Hays utility department protected the city water system to ensure adequate water availability, and the Hays public works department provided sand trucks and created dikes and spillover dams to slow and contain contaminated water flow.

Situation: One building was partially collapsed and on fire from derailment, another business close to the fire was protected by suppression. Ethanol tank cars were kept cool with water to prevent catching fire and exploding. The three locomotives involved in the derailment lost an estimated 12,000 gallons of diesel fuel. About 5,000 gallons of water per minute was sprayed on the fire for an estimated five-and-a-half hours. Hays Water Plant Superintendent Jim Cooper estimated 1,650,000 gallons of water from the city's reserve towers and reservoirs was used to douse the blaze. He said it took about two days for the city to recover from the high water usage in fighting the fire from its city wells. Cleanup is expected to take several weeks.

Investigation: The National Transportation Safety Board had three investigators on the scene Tuesday. A final report on what caused the accident could take as long as 18 months. There will be several areas investigators will examine, including looking at the rail cars in the accident and their contents, inspecting the train rails, gathering dispatch information, and interviewing the crew.

Comments: Hays Fire and Police had previously conducted a tabletop exercise in June mirroring the train accident that occurred in Baltimore, Maryland on May 28, 2013. In that derailment, the CSX mixed freight 45-car train collided with a truck causing 15 cars to derail and two tank cars carrying hazardous materials caught fire. The fire raged for 10 hours and explosion could be felt for miles with heavy black smoke. The tabletop exercise has been attributed to the success of quick response and coordination for the Hays derailment, including building partnerships with involved response agencies. It is fortunate the derailment and resulting fire occurred where and when it did with few people and businesses not occupied. If the accident would have occurred in downtown Hays at a different time, the results of those affected would have been higher and water suppression would have been greater with potential to cause strain on water reserves, especially with the city a year behind in rainfall.

Sources: Hays Post, Baltimore Sun

Around the Region

Barton County LEPC

July 22, 2013 – Barton County Health Department, 1300 Kansas Avenue, Great Bend KS

LEPC Bylaws Review and Update

Amy Miller, Barton County Emergency Management, LEPC Chairman, provided the Committee members prior to the meeting with a copy of the Barton County LEPC bylaws that were adopted May 4, 1989, and an updated version of Bylaws for the Committee members to review. The bylaws were approved.

Public Access Procedures

Chairman Miller informed the Committee that a method for requesting information about the LEPC needed to be in place and that she had prepared a documents separate from the Bylaws to cover such requests. Members discussed the access to public information and time periods that must be met to comply with statutes and regulations.

Emergency Response Services for Hazardous Materials

Amy Miller, Chairman, introduced the guest speaker for the meeting, Travis Parmley, Haz-Mat Response Inc., Great Bend branch. Mr. Parmley provided an overview of the company and its services. He said that they employed 125 individuals at four different locations and has been in business since 1990. In Great Bend the company has seven full-time employees and several part-time employees. According to Parmley hazardous materials are anything that can have a negative impact on the environment. It does not have to be chemical

based because even too much grain in a specified are can be hazardous to the environment. Everyone needs to remember that the spiller is responsible for the costs of cleaning up after a spill. Parmley added that because the company has local employees that are happy to serve as a resource to local emergency responders.

Training Opportunities

Chairman Miller asked if anyone wanted to announce training opportunities. Jane Schepmann announced that on August 14 and 15; Clara Barton Hospital would be sponsoring Hospital Emergency Response Team training. In the first week of September, Schepmann said that the hospital would be having an exercise utilizing their decontamination trailer. Interested members should contact Schepmann for further information.

Other Business

Reminder about the web page www.helpmekansas.org . This site collects information on special populations that can be shared with emergency responders. The information can be utilized for planning and response.

If anyone was interested in attending hazardous materials training in Anniston, Ala., that a class was being held in November and that 30 slots are still available. Charlie Keeton, South Central Hospital Preparedness Coordinator can be contacted for more information at 316-962-8237.

Regional Hazmat Response

Green Energy Products LLC – Sedgwick, Kansas



At around 8AM July 30th, a fire broke out in the Green Energy Products plant located at 250 E Industrial in the City of Sedgwick. Responding fire crews kept the outdoor exposure tanks cool with the fire raged and several explosions were observed from corn oil, methanol and biodiesel. A unified command was established with the Sedgwick Fire Department and Sedgwick County Fire District #1.

The company representative said in an interview with KAKE Television that the 12 people inside the plant were safely evacuated to a designated area away from the

plant before calling the fire department. He stated “It’s not really a chemical risk or chemical plant, it’s a biodiesel plant where we make biodiesel from corn oil, so it’s not a refinery and there aren’t dangerous chemicals, just flammable material. The building is designed to contain liquids, so the building did its job, and kept the fire pretty much on-site, and didn’t spread to another facility.”

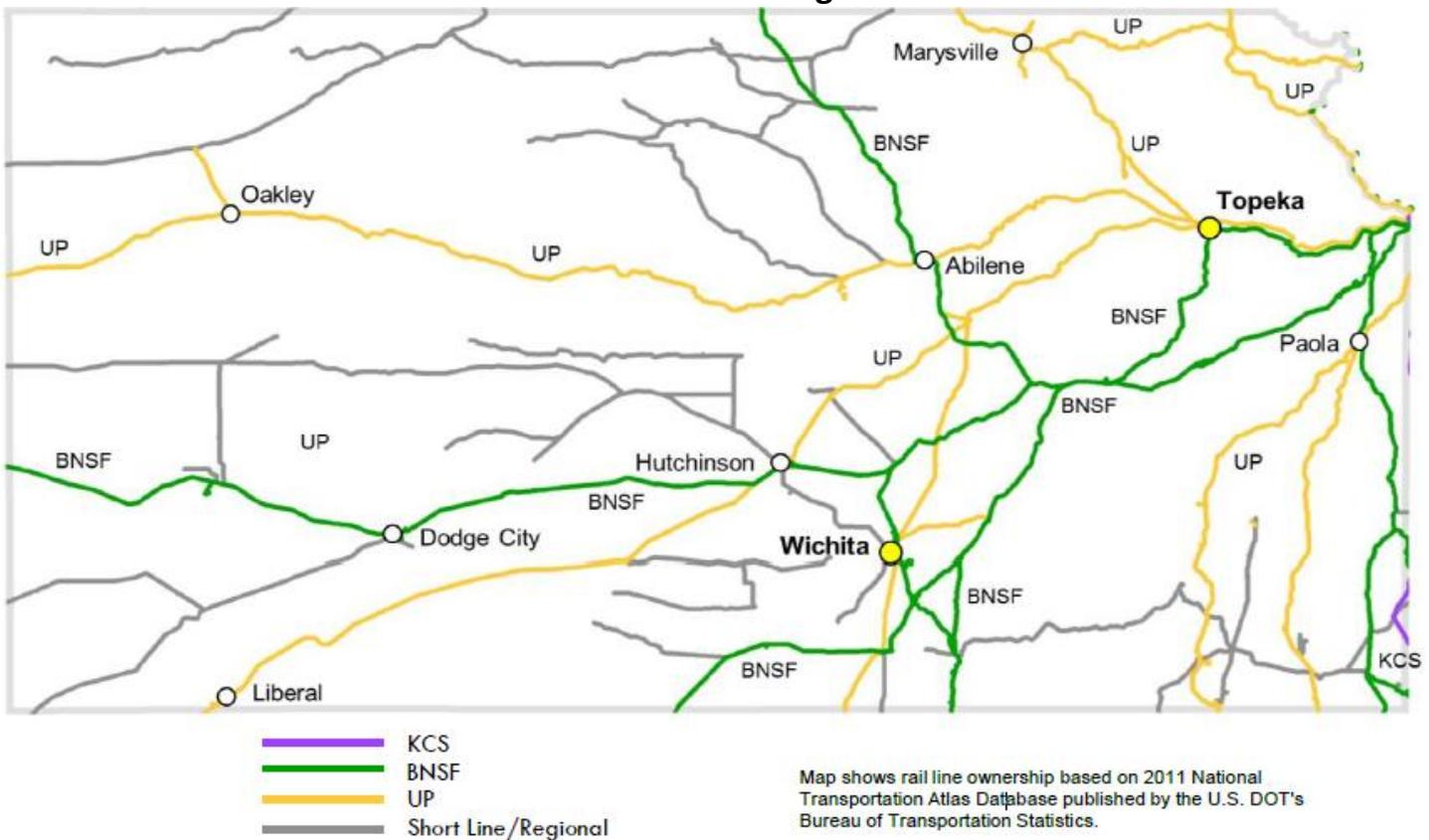
The Sedgwick County Hazmat Team was able to move nine compressed cylinders of acetylene and argon gas in first 30 minutes. After reducing the temperatures, firefighting foam from Frontier Chemical (Butler County) and McConnell AFB (Sedgwick County) was used to smother the

burning area completely. The owners constructed a detention pond west of the railroad tracks and southeast of the plant that was on fire to contain contaminated runoff from the firefighting.

Mutual aid responses from fire departments included Newton, Halstead, Sedgwick, Frontier Chemical, McConnell AFB, and Sedgwick County Fire District #1. The cause of the fire and explosion at is still under investigation. Bottom line of this event: These types of responses reinforce the value of mutual aid agreements and working relationships before a disaster occurs like this one.

Special Section - Railroad Overview

Railroad Carriers Through Kansas



Classifications

2011 Kansas Statewide Rail Plan

Class I Railroad: A railroad with 2011 operating revenues of at least \$433.2 million. The major Class I railroads currently operating in Kansas are Burlington Northern Santa Fe (BNSF) Railway, the Union Pacific (UP) Railroad and the Kansas City Southern (KCS) Railway.

Regional Railroad (Class II): A non-Class I line-haul railroad that has annual revenues of at least \$40 million, or that operates at least 350 miles of road and revenues of at least \$20 million.

Local Railroad (Class III): A railroad which is neither a Class I nor a Regional Railroad, and which is engaged primarily in line-haul service.

Switching & Terminal Railroad (Class III): A non-Class I railroad engaged primarily in switching and/or terminal services for other railroads. Railroads operating are as of December 31, 2011. Some mileages may be estimated.

Hazardous Materials by Rail

2011 Kansas Statewide Rail Plan

Federal common carrier obligations mandate that railroads are required to transport hazardous materials. The U.S. Department of Transportation received the authority to regulate the transportation of hazardous materials through the Hazardous Materials Act. Federal hazardous material regulations apply to all interstate, intrastate, and

foreign carriers by rail, air, motor vehicle and vessel.

At the state level, the Kansas Department of Health and Environment oversees the registration and regulation of transporters of hazardous waste.

Positive Train Control

2011 Kansas Statewide Rail Plan

Positive train control (PTC) refers to technologies designed to automatically stop or slow a train before certain accidents occur. PTC is designed to prevent collisions between trains and derailments caused by excessive speed, incursions by trains on tracks under repair and by trains moving over switches left in the wrong position. PTC systems are designed to determine the location and speed of trains, warn train operators of potential problems, and take action if operators do not respond to a warning.

The Rail Safety Improvement Act of 2008 required railroads to place PTC systems in service by December 31, 2015 on Class I railroad routes with over 5 million gross ton miles per mile with commuter or intercity passenger operations or any amount of toxic/poison-by-inhalation hazardous materials. Positive train control requirements currently exclude Class II or Class III railroads which have no passenger service.

Federal and State Roles in Rail Security

2011 Kansas Statewide Rail Plan

The primary agencies responsible for security related to transportation modes in Kansas are the U.S. Department of Homeland Security and the Kansas Division of Emergency Management. These agencies have addressed transportation security largely through identifying critical infrastructure assets, developing protection strategies for these assets, and developing emergency management plans.

The Department of Homeland Security addresses rail system security through the following means:

- Training and deploying manpower and assets for high risk areas;
- Developing and testing new security technologies;
- Performing security assessments of systems across the country; and,
- Providing funding to state and local partners

The Association of American Railroads, working with Homeland Security and other federal agencies, has organized the Rail Security Task Force. This task force developed a comprehensive risk analysis and security plan for the rail system that includes:

- A database of critical railroad assets;
- Assessments of railroad vulnerabilities;
- Analysis of the terrorism threat; and,
- Calculation of risks and identification of countermeasures.

The railroad sector maintains communications with the U.S. Department of Defense, the U.S. Department of Homeland Security, the U.S. Department of Transportation, the Federal Bureau of Investigation, and state and local law enforcement agencies on all aspects of rail security.

The lead state agency for rail security in Kansas is the Kansas Division of Emergency Management, an arm of the Adjutant General's Office. The Division of Emergency Management requires each county to maintain a disaster agency responsible for emergency preparedness, and coordination in response to disasters. Each county must maintain an Emergency Operations Plan.

Local emergency plans must address coordination of action for emergency release of hazardous substances at sites and facilities such as shipping terminals and rail yards.

Locomotive Characteristics and Hazards

BNSF Railroad Emergency Response Hazardous Materials Awareness – December 2011

Modern locomotives can weigh over 200 tons, about 70 feet long and 16 feet high. Diesel/electric generating plants can produce 1,200 to 4,400 horsepower. The radiator and cooling system for diesel locomotives contains more than 200 gallons of environmentally-friendly treated coolant water, the engine crankcase holds approximately 300 gallons of lubricating oil, and the fuel capacity can be 5,000 gallons of diesel.

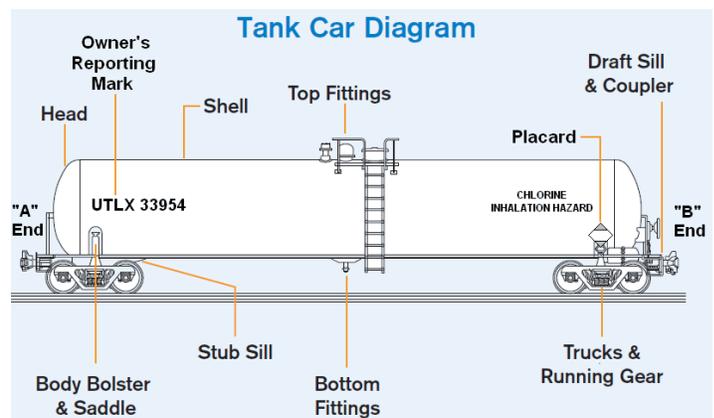
Since locomotives having operating voltages of 600 volts, the use of water on them is prohibited. The use of dry chemical or CO₂ fire extinguishers is recommended after rendering the locomotive as electrically “dead” as possible. Alternating current locomotives will still maintain a capacitance charge of 3,000 volts unless it has been deactivated.

Tank Car Specifications

Example: DOT 111 A 100 W1

Letters such as DOT and AAR identify the agency specifications of construction and testing. The following three numbers are the class designation for the tank car. It is followed by the letter “A”, “S”, “J” or “T”. The letter “A” is a placeholder with no significance, the letter “S” indicates head shields but no thermal protection, the letter “J” indicates head shields and thermal protection enclosed in a metal jacket, and the letter “T” indicates head shields with non-jacketed thermal protection. The following number indicates the tank test pressure in pounds per square inch (psi). The letter “W” indicates a fusion welded tank and the letter “F” indicates a forge welded tank. If a numeric digit follows the “W”, it also reflects other features.

Non-pressure (General Service) tank cars have test pressures up to 100 psi, while pressurized tank cars are 100 to 600 psi. Pressurized tank cars have a protective housing centered on the top with a valve arrangement.



Full capacity of tank cars can be between 13,470 and 33,800 gallons. Typical contents include caustic soda (sodium hydroxide), corn syrup, molten sulfur, hydrochloric (muriatic) acid, carbon dioxide, anhydrous ammonia, liquid petroleum gas (LPG), oleum, propylene, ethylene oxide, vinyl chloride, crude oil, methanol, ethanol, and chlorine.

Policies and LEPCs

Spill or release reporting by the covered facilities or transporters of any release of an extremely hazardous substance (EHS) listed in 40 CFR 355 or a hazardous substance listed in 40 CFR 302 that meets or exceeds the threshold Reportable Quantity (RQ) requires emergency release notification.

Covered facilities or transporters must make immediate notification to an emergency 24-hour phone number designated by each LEPC, the CEPR (785) 296-8013 or (800) 275-0297, and the National Response Center (800) 424-8802. The Kansas Division of Emergency Management

(KDEM) receives the emergency release notifications on behalf of the CEPR.

Written follow-ups must be filed with KDEM and the LEPC. The Form A or a written letter with all of the required information needs to be submitted. After transportation incidents involving hazardous substances, carriers must also submit a written report to KDEM and the LEPC.

If the spill impacts the soil and/or waters of the state, the KDHE and the Bureau of Reclamation must also be notified (785) 296-1679.

EPA Region 7 LEPC/TERC Conference

July 25-27, 2013



Five tracks were presented at the conference and included LEPC 101, LEPC Coordination with Industry, IAFC Railroad and Chemical Releases, Health and Medical, Chemical Preparedness for First Responders, and a Hazardous Liquid Pipeline Response Tabletop Exercise Workshop. Plenary speakers included Karl Brooks, EPA Region 7 Regional Administrator; Beth Freeman, FEMA Region VII Regional Administrator; and Timothy Butters, USDOT PHMSA Deputy Administrator. Specific sessions included:

- Response issues associated with rail transport of oil and crude oil
- Why we have LEPCs
- Bayer community action planning
- Children: Special emergency response considerations
- Responding to chemical releases in the transportation industry
- Review of response considerations to ethanol transport on rail
- Resources and methods of hazard analysis
- School preparedness and response
- Hurricane Sandy: In the field
- Managing volunteers after natural disasters
- Mass propane investigation
- Rural LEPC challenges
- Threat Information and Infrastructure Protection Program (TIIPP)
- Decontamination issues for law enforcement
- Preparing for rail emergencies in your community

- Dealing with public information in the LEPC setting
- EPA, EPCRA and RMP update
- Emergency responder health monitoring and surveillance
- Kansas City All-Star Game: Large venue response preparedness
- Hazardous materials placarding considerations and the new 2012 ERG updates
- Safety issues in training and exercises
- Industry's role in the LEPC partnership
- Radiation basics for the emergency responder
- LEPC coordination and preparedness planning for chemical transport and distribution

There was also a panel discussion regarding ammonium nitrate reporting, storage and safety considerations. Mr. Steve Taylor of the Missouri Agribusiness Association indicated that the agribusinesses are becoming more interested in developing a partnership with LEPCs with awareness of chemicals used in the agricultural community. Mr. George Hess from EPA Region 7 gave an overview of the EPA's policies and that the department has not yet made any formal changes in regards to the U.S. Senate inquiry into the West, Texas explosion involving ammonium nitrate.

Suggestions shared at the state breakout session included the possibility of providing basic, mid-level and advanced training and tabletop exercises for elected officials, responders, and others to become more aware of chemicals in their area and developing or building partnerships. Information sharing through social media was also mentioned to provide the public more of an awareness of what LEPC are and can offer to their community since they are rarely recognized as an important function in the community. It is unknown what the status is of future local and state workshops mentioned at the June 28 Tier2Submit workshop in Topeka. The KDHE has a program that may be tailored to satisfying the needs of local LEPCs and these types of future workshops would help develop an enhanced reporting program.

Presentation given at the conference will be made available on the Mid-American LEPC website at <http://www.marc.org/gti/lepc-terc/>

Upcoming Trainings

Kansas Division of Emergency Management

Register Online: <https://ks.train.org>

Ellsworth - Modular Emergency Response Radiological Transport Training (MERRTT) for First Responders
When: Saturday, Aug 3, 2013
Where: 1604 Aylward, Ellsworth, KS

Topeka - G400 Advanced Incident Command System Course
When: Aug 5 – 6, 2013
Where: 2800 SW Topeka Boulevard, Topeka, KS

Topeka - EPA Field Chemical Identification
When: Aug 5 – 7, 2013
Where: 2800 SW Topeka Boulevard, Topeka, KS

KansasPlanner.com for ESF-3 Public Works/Engineering Training
When: August 6, 2013
Where: Webinar

Winfield - G400 Advanced Incident Command System Course
When: Aug 7 – 8, 2013
Where: 1230 E. Sixth Street, Winfield, KS

Ellsworth - Modular Emergency Response Radiological Transport Training (MERRTT) for First Responders
When: Saturday, Aug 10, 2013
Where: 1604 Aylward, Ellsworth, KS

Topeka - G300 Intermediate Incident Command System Course
When: Aug 12 – 13, 2013
Where: 2800 SW Topeka Boulevard, Topeka, KS

Topeka - G291 - Joint Information System/Center Planning for Trial, State, and Local PIOs
When: August 12 – 13 and 13 – 14, 2013
Where: Topeka

Meade - G290 Basic Public Information Officer Course
When: Aug 14 – 15, 2013
Where: 510 E. Carthage Avenue, Meade, KS

Crisis City - KS-132 Exercise Design for Discussion Based Exercises
When: Aug 13 – 15, 2013
Where: 6401 W. M60 Road, Lindsborg, KS

Topeka - G300 Intermediate Incident Command System Course
When: Aug 13 – 14, 2013
Where: 1740 SW Western, Topeka, KS

Topeka - G400 Advanced Incident Command System Course
When: Aug 21 – 22, 2013
Where: 1740 SW Western, Topeka, KS

Ashland - G300 Intermediate Incident Command System Course
When: Aug 22 – 23, 2013
Where: 604 Main Street, Ashland, KS

Rose Hill - G400 - Advanced ICS
When: Aug 28 – 29, 2013
Where: 911 N. Rose Hill Rd., Rose Hill, KS

Topeka - COOP State Agency Drill
When: Wednesday, Aug 28, 2013
Where: 2800 SW Topeka Boulevard, Topeka, KS

Training Schedule for August 2013

Sun	Mon	Tue	Wed	Thu	Fri	Sat
28	29	30	31	Aug 1	2	3
						Ellsworth - MERRTT
4	5	6	7	8	9	10
	Topeka - G400 Advanced Incident Command System Course	Webinar - KansasPlanner.com	Winfield - G400 Advanced Incident Command System Course			Ellsworth - MERRTT
11	12	13	14	15	16	17
	Topeka - G300 Intermediate Incident Command System Course	Meade - G290 Basic Public Information Officer Course	Crisis City - KS-132 Exercise Design for Discussion Based Exercises			
	Topeka - G291	Topeka - G300 Intermediate Incident Command System Course	Topeka - G291	Topeka - G291		
18	19	20	21	22	23	24
		NE KEMA Meeting	Topeka - G400 Advanced Incident Command System Course	Ashland - G300 Intermediate Incident Command System Course		
25	26	27	28	29	30	31
			Rose Hill - G400 - Advanced ICS			
			Topeka - COOP State Agency Drill			

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