

Drawing by Marty Two Bulls

**BAKKEN OIL SURE HAS US LOOKING  
AT OUR DISASTER PLANNING**

**We can't say,  
"Not in our backyard!"**



**We can't say rail accidents don't  
happen here in Whitefish area.**



**Derailment in Olney March 2014**

# ***INCIDENT PRIORITIES***

- **LIFE SAFETY**
- **INCIDENT STABILIZATION**
- **PROPERTY CONSERVATION**

*SO ...*

*What concerns should we have if there's a rail accident involving Bakken Oil?*

- **LIFE SAFETY**

- Product or smoke exposure, fire / explosion danger

- **INCIDENT STABILIZATION**

- Spill control

- Fire extinguishment vs. let it burn

- **PROPERTY CONSERVATION**

- Our drinking water supply

- City infrastructure / homes / businesses

- Long term environmental issues

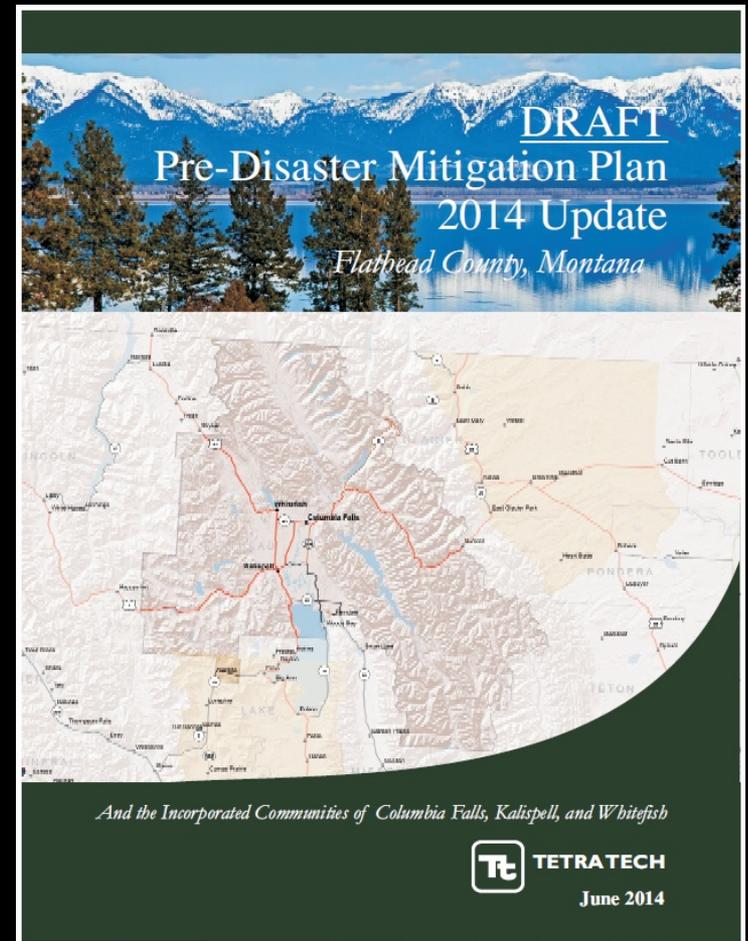
# BAKKEN OIL

has been getting all the press lately but it's not the only disaster planning we do.

Most of our preparation is applicable to many incidents.

Last year I represented the City of Whitefish on a Committee to review and update the Flathead County Pre-Disaster Mitigation Plan (<http://flathead-pdm.com/>).

We looked at a number of potential emergency situations and rated the likelihood and severity of the threat to the county and the cities.



The team came up with the following priority list of major hazards for Flathead County, of course here in Whitefish our list is slightly different:

- 1. Wildland Fire \**
- 2. Flooding*
- 3. Hazmat Incident \**
- 4. Severe Winter Weather*
- 5. Communicable Disease*
- 6. Transportation Accidents \**
- 7. Severe Summer Weather*
- 8. Earthquake*
- 9. Landslide*
- 10. Terrorism, Violence, Civil Unrest \**
- 11. Dam Failure*
- 12. Volcanic Ash*

# WILDFIRE RISK

The entire City of Whitefish is in the Wildland Urban Interface.





# HAZMAT

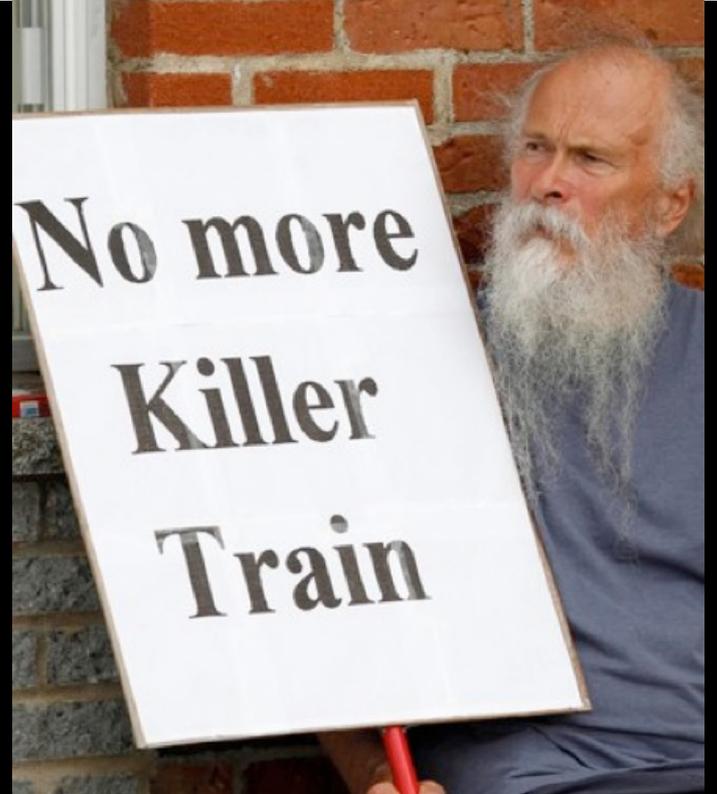
With both the rail line and truck transportation running through The City of Whitefish we are at risk for a hazmat accident.

The Bakken Oil is the by far the largest amount shipped through Whitefish.

# TRANSPORTATION

Between Amtrak and all the tour busses running through the City of Whitefish we have the risk of an accident with a large numbers of patients that could create an MCI.





# TERRORISM

Sometimes accidents are “on purpose”



**So, ONE SECOND AFTER ....**

**What are we going to do?**

**For this discussion we're talking Bakken Oil**

# ONE SECOND AFTER, what do we do?

## 1- LIFE SAFETY - LIFE SAFETY - LIFE SAFETY

- Are there rescues to be made?
- Are there injuries to be treated / transported?
- Are there evacuations to be made?
- Where do we secure the perimeter?

## 2- Establish Unified Command per NIMS

## 3- Circle the wagons and call the Cavalry



# LIFE SAFETY ISSUES

## IF IT'S BURNING:

- Smoke is corrosive and toxic
- Heating of uninvolved cars could cause them to erupt
- Burning oil could flow and ignite other materials

## IF IT'S NOT BURNING:

- Oil could flow into our waterways
- Oil will flow to low lying areas
- Oil is very volatile (flashpoint is below 73 degrees F)

# EVACUATION vs. RESCUE

Evacuation is when we ask people to move.

Rescue is when we need to help people move.



# EVACUATION QUESTIONS

Do we need to move people?

What area do we need to evacuate?

For how long?

Where do we want them to go, now vs. long term?

How do we tell them?

Are there rescues to be made?

How do we secure the evacuated area?

How do we keep people from returning too soon



# EVACUATION / SECURITY

Typically evacuations, perimeter control, security, detours and traffic control fall to Law Enforcement.

These are all very manpower intensive and well beyond any agencies on-duty staffing level.

Evacuations may require specific PPE (personal protective equipment) that some L/E agencies do not have, or have trained on.

Assistance is often provided by fire departments and the public works departments, especially during initial operations before additional L/E resources arrive

# RESCUE

Rescue typically falls to the fire departments, especially when dealing with dangerous situations where specific equipment and training is needed, for example a hazmat scene, building collapse, confined space, etc.

Some Search & Rescue missions fall to the local Sheriff, but often these resources take time to assemble and respond. Fire Departments will usually initiate a search & rescue then transition to the teams when they arrive. As you can imagine this is an important relationship to nurture.

# EMS

With Life Safety listed as top priority for every emergency response EMS agencies have a major role. Most emergency services personnel are trained to some level of emergency medicine be it CPR, EMR (Emergency Medical Responder), EMT (Emergency Medical Technician), Advanced EMT, or Paramedic.

Luckily here in Whitefish the fire department provides EMS. This means all our Paramedics and EMTs are also trained in firefighting and rescue operations.

# **FIREFIGHTING / HAZMAT**

The local fire department would deal with the initial firefighting and hazmat response. As additional specialized response units arrive they'll work for the local fire department.

As with any working relationship the time to build this relationship is not at an emergency scene. Here in Whitefish the BNSF and some of their emergency contractors has started to build a good relationship with the Whitefish Fire Department.

Additionally one of the State's regional hazmat teams is staffed by the Kalispell Fire Department.

# **FIREFIGHTING**

The BNSF has contracted with SRS, Specialized Response Solutions as one of their primary response contractors who has trained with the Whitefish FD.

They have staged firefighting and spill control equipment along the rail routes. There is a cache here in Whitefish.

SRS or whichever appropriate emergency response contractor will be dispatched by BNSF by the quickest means possible.

# Firefighting Trailer w/ AR-AFFF



# BNSF Training

SRS spent 3-days working with the Whitefish firefighters on the theory and skills for extinguishing Bakken Oil train fires.

The trailer is available to fire departments for other calls as long as anything lost, broken, or used is replaced.

BNSF sent 6 Whitefish firefighters to their 24-hour hands on fire training school in Pueblo Colorado last fall.

BNSF contractor Kennedy/Jenks last fall also trained with Whitefish firefighters on boom deployment.

# If it happen here, IT's our show

We'll be in command right away if it's in our district. Command will be UNIFIED COMMAND with L/E depending on location could be City PD or County Sheriff and the local BNSF supervision.

We can call for help from the County's Type 3 Incident Management Team, the whole team or just the parts we need. (I'm a member of the team)

Remember if we call for help each of them still has a response time.

# PREPLAN – Incident Command

If we have a Bakken Oil incident we will follow NIMS and use the ICS with a “Unified Command” structure more than likely with the following Unified Incident Commanders:

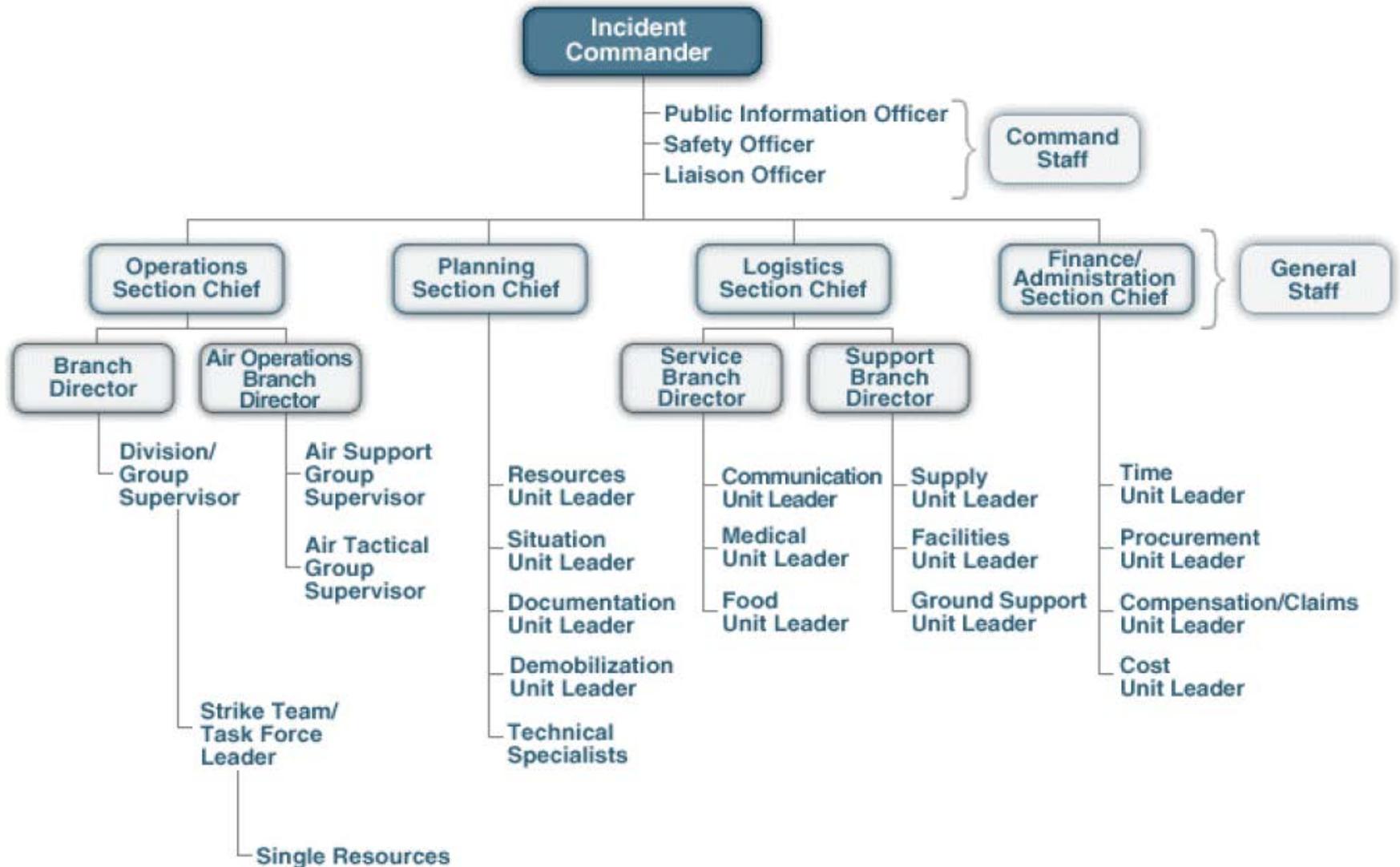
*City of Whitefish Interim Fire Chief Joe Page or delegate*

*City of Whitefish Police Chief Bill Dial or delegate or if outside of the City the Sheriff*

*BNSF Division Trainmaster Ricco Montini or delegate*

Other pertinent stakeholders and other organizations will have “agency representatives” working through a Liaison Officer. We’ll need to be prepared for an onslaught of outsiders who all think they need to be involved and we’ll have to determine who gets in and who doesn’t.

# Are there potential players who need Incident Command training?



# FEMA's ICS training

- Who needs what?
- What are the risks and/or consequences of having players who are not complying with the training requirements?

More info and frequently asked questions can be found at <http://www.fema.gov/training-0>

Example question:

**Q: Is the NIMS Training Program just for firefighters and law enforcement officers?**

**A:** No, the training is intended for all personnel who are directly involved in emergency management and response. This includes all emergency services related disciplines such as EMS, hospitals, public health, fire service, law enforcement, public works/utilities, skilled support personnel and other emergency management response, support and volunteer personnel. This training is intended to aid people who don't usually work together or even know each other to seamlessly respond to and recover from a disaster either natural or man-made.

Training together – building relationships  
prior to an incident is huge

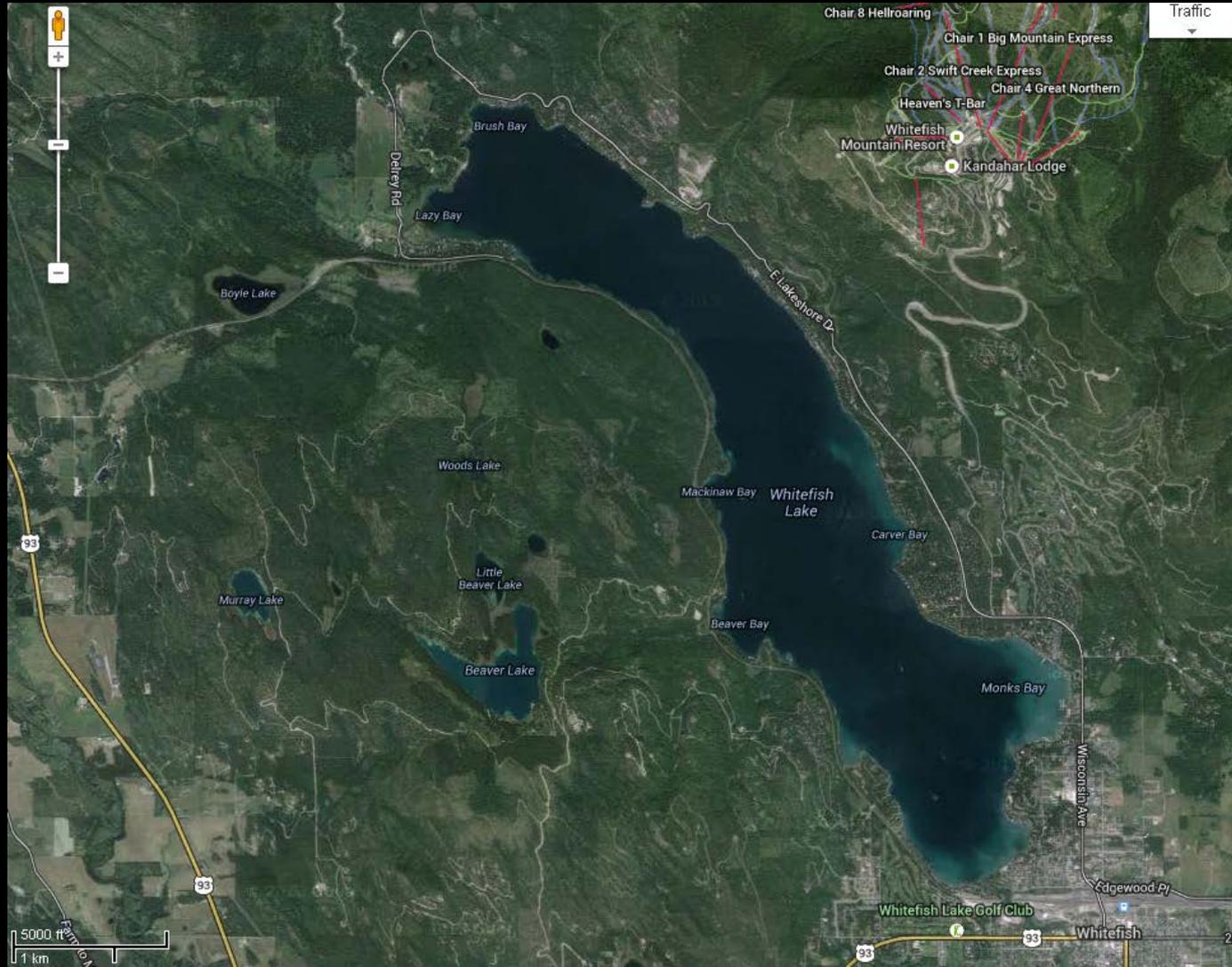


*Are we as good as we think we are?*

# Evacuation Issues

Evacuation routes will depend on the incident.

Those across private property are only made know in an emergency.



# PREPLAN: Locations

While we don't know where the accident might happen we do know it would be along the train tracks and that offers us five basic problem areas.

1- East of town

2- In town at the rail yard

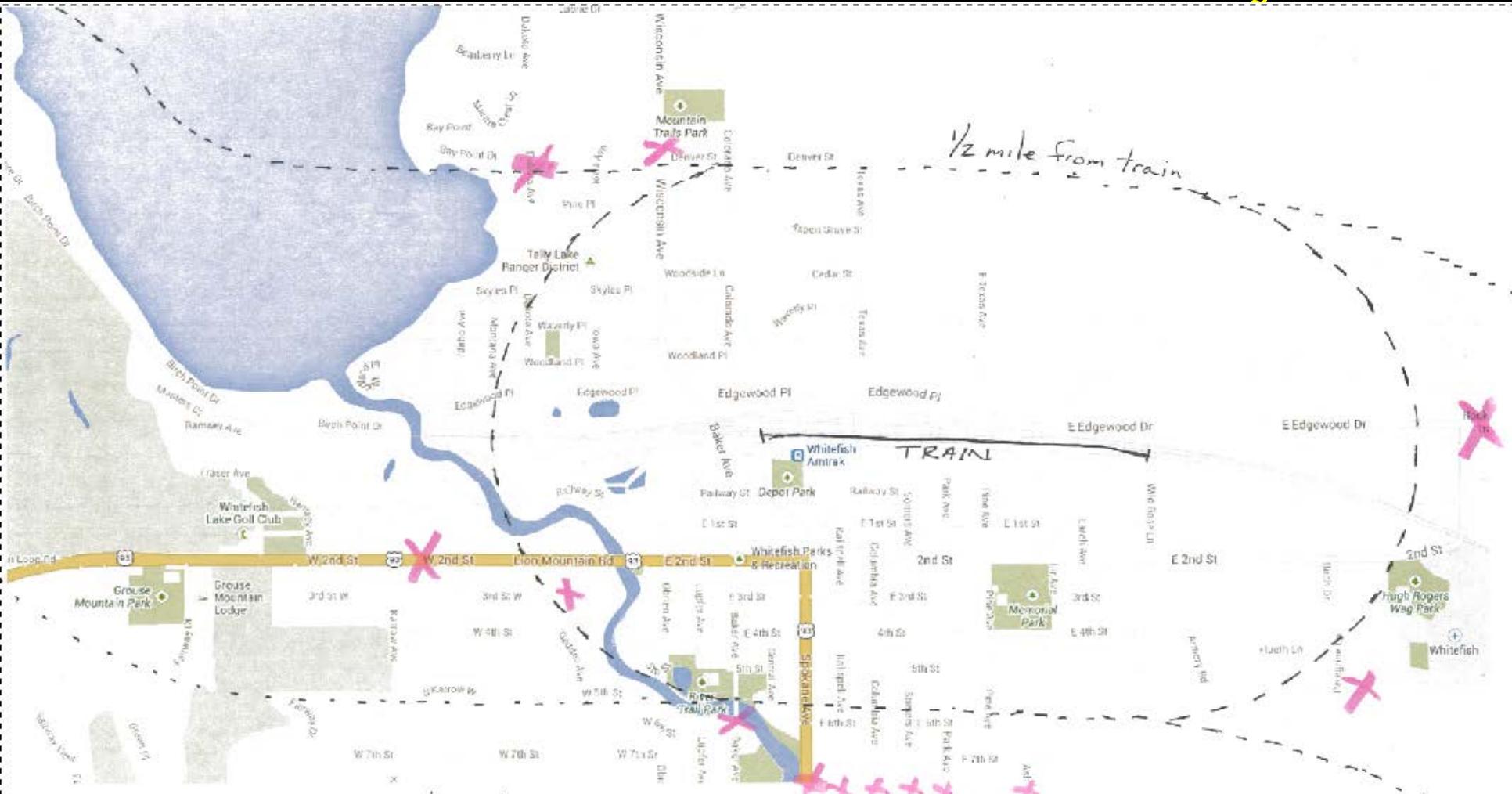
3- Just west of town near the lake

4- West of town in a remote limited access area

5- West of town near Highway 93

Each of these areas has a number of different unique challenges should we have a Bakken Oil incident

# One EXAMPLE of a train in the yard



Road blocks, evacuation routes, detours, staging, what else?

Notice firefighting initially is low priority.

Spill control, cooling tank cars w/ remote monitors .....

# If / When it's our turn

Our initial actions will probably only include:

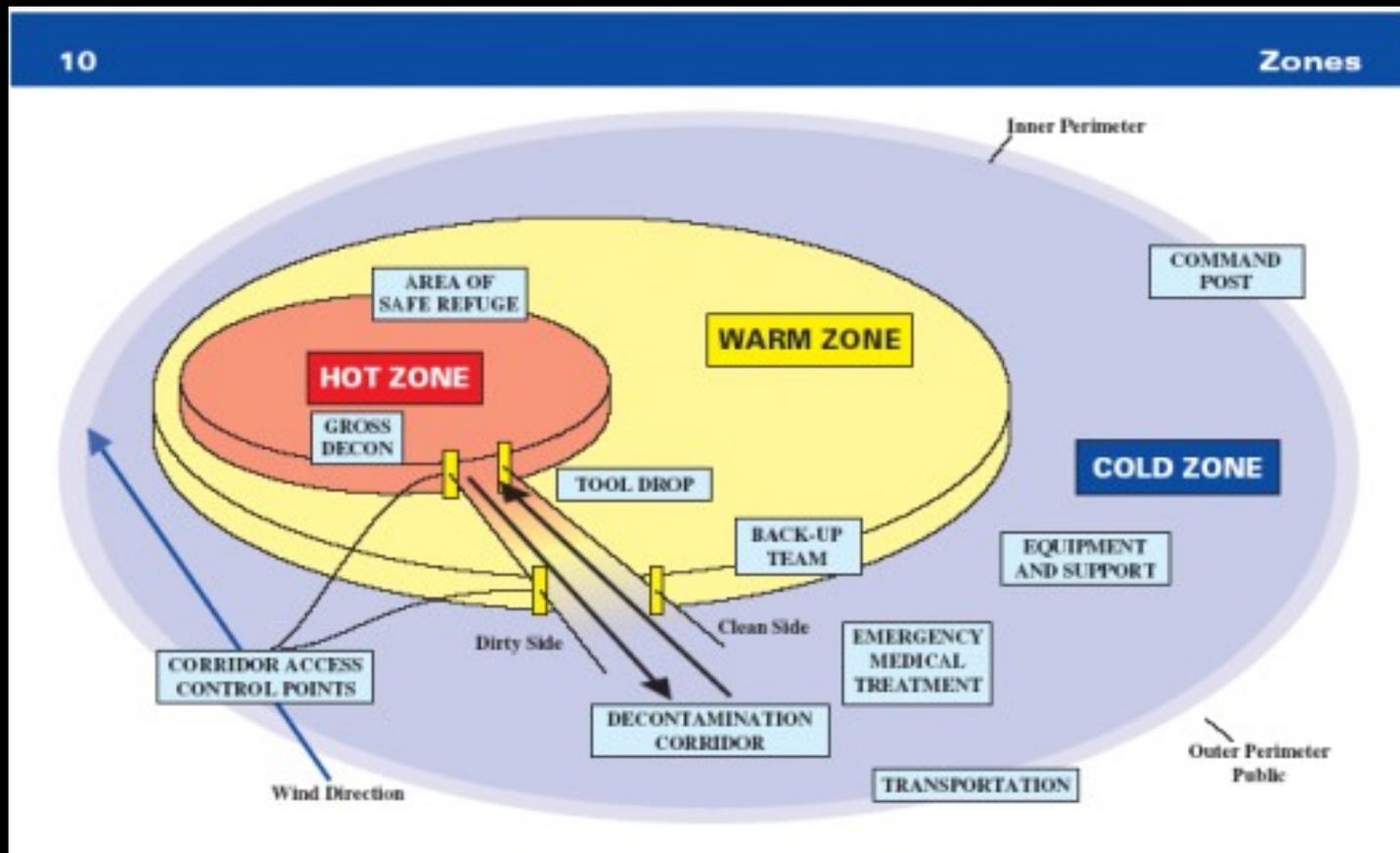
- Product Identification / Scene Size-Up
- Life Safety Measures; isolate, rescue, treat, transport

Based on our initial resources it will probably be some time before we can deal with:

- Containment / extinguishment

Remember if we have a big incident in or near the City our normal day to day call volume will most likely triple

# What do we have? How much? What's the weather & topography?



# Rescue Issues

- Risk Assessment must be done before entering the hot zone.
- Limited Resources, especially early on. If we have an MCI setting up command will outweigh rescuing one or two.
- Rescuers entering the Hot Zone need firefighter PPE w/ SCBA. Decon must be set up
- No sparks or static electricity.
- May need emergency decon.

# ICP Incident Command Post

If we have a rail incident or other major disaster we will use the ESC (Emergency Services Center) as our ICP.

Besides being more than a ½ mile from the rail line (the evacuation distance) the facility can be secured, there are a number of meeting rooms, there is a generator, internet, the county's communications van can tie in plus we have smart board connection with the EOC (Emergency Operations Center) in Kalispell.

Staging will be based on incident location but **NEVER** at the ICP.

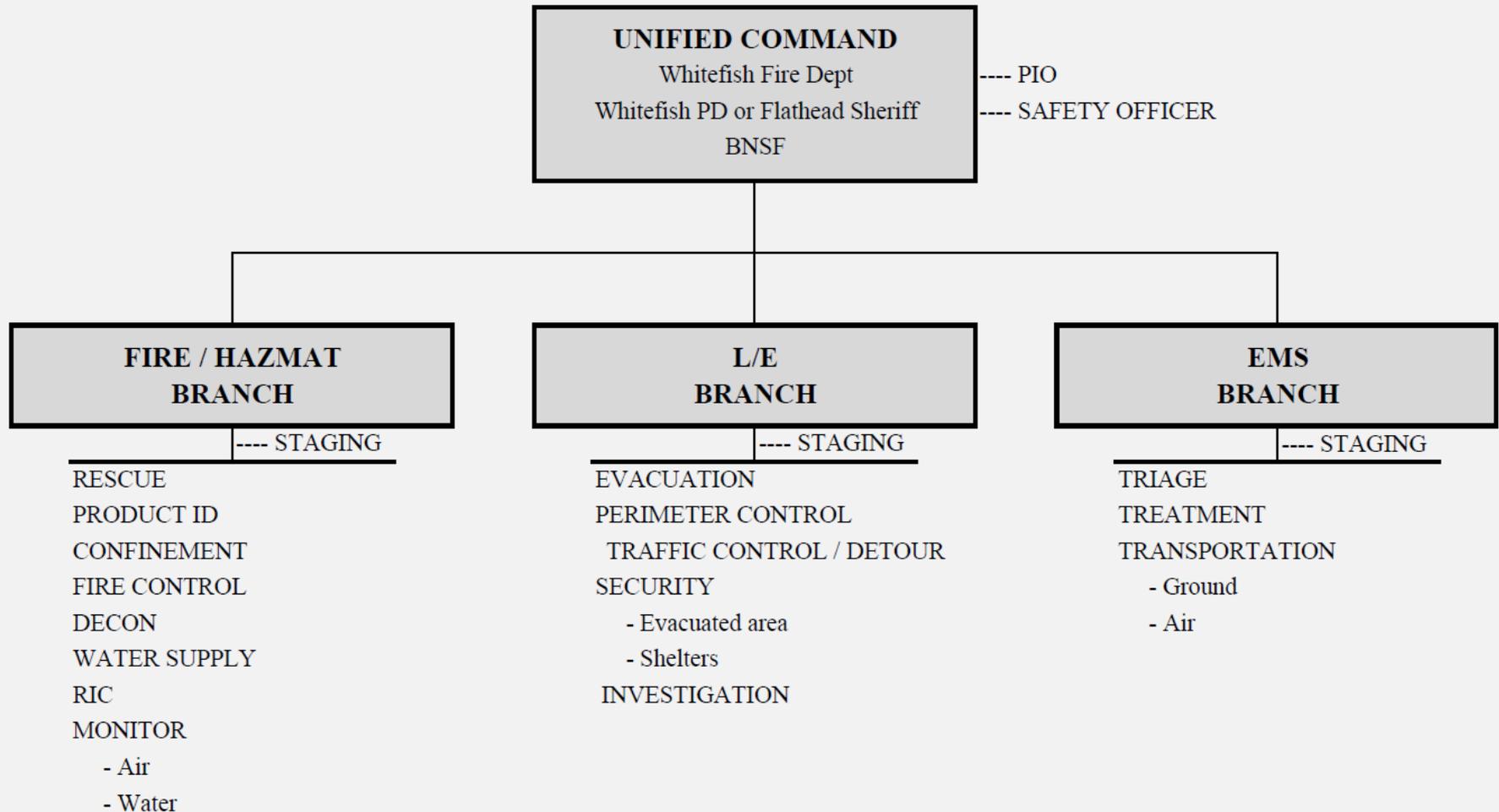


Each incident is different.  
We have the tools but  
which tools do we need for  
the problems at hand?



# One example of how we could set up Incident Command

## INITIAL INCIDENT COMMAND SYSTEM



The ICS will grow or shrink based on the size of the event.

Do we have a:

Hazmat Spill needing evacuation

Hazmat Fire that is spreading

Mass Casualty Incident

Crime or Terrorist Incident

Wildland Fire

or a combination of all of the above



# QUESTIONS / DISCUSSION

