

September 14, 2023

Meeting Purpose and "Rules"

This is a business meeting of the ARRT

Questions and discussions is for ARRT Members and OSCs

Items discussed that are the responsibility or content of the Area Committees will be referred to appropriate Area Committee and not included in the meeting discussion, except for how the ARRT can provide support, if requested/needed

>While open to the public, it is not a public meeting

• As time allows, questions may be taken from the public. Please type questions in the Chat box. Non-ARRT members are invited to sign up for Public Comment.

Meeting Sign-In



www.AlaskaRRT.org

Tips: Using Zoom

Change your name to,
 FULL NAME and AGENCY

Please mute your mic & turn off video, except when speaking



ZOOM TIPS: RAISE HAND AND CHAT



Please use "Everyone" Chat when asking or responding to questions or making general comments requests during this meeting.

MORNING AGENDA

9:00 INTRODUCTIONS AND REVIEW ACTIONS SINCE LAST MEETING

9:50 ARRT COMMITTEE REPORTS (10 Minutes Each)

10:40-10:50 BREAK

10:50 AREA COMMITTEE REPORTS (10 Minutes Each)

11:30 LUNCH (Until 1:00)

INTRODUCTIONS & REPORT FROM TRI-CHAIRS



Alaska Regional Response Team







MEMBER ROLL CALL

ARRT Coordinators will facilitate ARRT member and FOSC/SOSC roll call.

For other attendees and members of the public, and attendee list will be based on Participant Names



CAPT Brian McLaughlin, Tri-Chair USCG

CAPT Christopher Culpepper, Sector Anchorage FOSC USCG

CDR Sarah Rousseau, MSU Valdez FOSC USCG

LCDR JoEllen Arons, AWA-AC Secretary USCG

LT Lindsay Wheeler, SEAK-AC Secretary USCG

Melinda Brunner, Alternate Tri-Chair ADEC

Since Last Meeting (March 8, 2023)



Alaska Regional Response Team

- Tribal Engagement Task Force Commissioned
- ARRT Activation Drill Bering Strait Dispersant Application (May 23)

Other Goings On

- USCG Bering Strait (June 7) and CANUSDIX Exercises (June 21-22)
- National Contingency Plan, Subpart J final rule (June 12, effective Dec 11)
 - NCP Product Schedule testing and listing requirements
 - Authorization of use procedures
- WOTUS
 - Sackett vs EPA Supreme Court decision (May 25)
 - Revised WOTUS rule (August 29)

ARRT Staffing Changes

- USCG
 - Mark Everett (ARRT Tri-Chair) retired, replacement in process
 - CAPT Brian McLaughlin Acting Tri-Chair
- ADEC
 - Graham Wood (ARRT Alt Tri-Chair) moved to Alaska DNR
 - Melinda Brunner New Alt ARRT Tri-Chair
 - Allison Natcher (ARRT Coordinator) moved to Alaska Department of Health
- EPA
 - Stephanie Wenning (ARRT Alt Tri-Chair) temporary EPA assignment
 - Lori Muller Acting Alt ARRT Tri-Chair

ALASKA REGIONAL RESPONSE TEAM COMMITTEES



Alaska Regional Response Team









CULTURAL RESOURCES COMMITTEE WILDLIFE PROTECTION COMMITTEE PRIBILOF ISLANDS WORKING GROUP

Cultural Resources Committee (CRC)

Alaska Implementation Guidelines

New Title: "Alaska Historic Properties Implementation Guidelines for Federal On-Scene Coordinators"

- Revision process paused for the summer DOI and SHPO working on Typhoon Merbok recovery
- Initial work will be by subcommittees to address specific topics

tural site Stehl

Next meeting to be scheduled in late 2023.

Wildlife Protection Committee (WPC)

<u>Wildlife Protection Guidelines for Oil Spill</u> <u>Response in Alaska (</u>WPG)

Core WPC agencies reviewed and provided administrative updates

Updates were completed and are under review by the full WPC

Target completion, fall 2023

Wildlife Job Aid

ARRT Wildlife Protection Webpage

https://www.alaskarrt.org/Home/Documents/ 50

Next meeting – TBD



Pribilof Island Working Group

<u>Pribilof Islands Wildlife Protection Guidelines (PI</u> WPG) revision

- Working Group of agencies, organizations, and stakeholders drafted new content and updated facilities and contact information
- Comments from Working Group, EPA, USCG, and the public were addressed and revisions completed – April 2023
- Final formatting and 508 compliance completed June 2023

WPC is considering a Pribilof Island wildlifefocused drill in 2024 to practice using the new PI WPG



Questions?

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ADEC: mike.donnellan@alaska.gov



SCIENTIFIC AND TECHNICAL COMMITTEE

Dispersant Use in the Arctic

June 2023 USCG Bering Strait Exercise included dispersant use decision

Does the ARRT have the most recent information on dispersant use and effects in cold waters?

Searched for new (post-DWH) research or summaries on dispersant use, efficacy, toxicity, and other topics, especially in cold or icy waters



Bearded seal on iceberg. Liz Labunski, USFWS

Dispersant Use in the Arctic

Most recent Arctic info from Coastal Response Research Center, University of New Hampshire: <u>State-of-the-Science for</u> <u>Dispersant Use in Arctic Waters</u>

> <u>Efficacy and Effectiveness</u> <u>Physical Transport and Chemical</u> <u>Behavior</u>

Degradation and Fate

Eco-toxicity and Sublethal Impacts

Public Health and Food Safety

Knowns and uncertainties presented by <u>Kinner et al.</u> at 2018's Alaska Oil Spill Technology Symposium



Salmon fry, USFWS

Post- DWH Syntheses

Gulf of Mexico Sea Grant Programs (2021):

Dispersant Impacts Synthesis Aquatic Animal Responses to Oil and Dispersants

National Academies Consensus Study Report (2020): <u>The Use of</u> Dispersants in Marine Oil Spill Response



Killer whale pod, Prince William Sound. Hosking, USFWS

Contact Us:

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STATEWIDE PLANNING COMMITTEE

Statewide Planning Committee members

ARRT Coordinators

- EPA: Mary Goolie
- USCG D17: Angella Gebert
- ADEC: Kathy Shea

USCG Area Secretaries and ADEC/EPA Area Planners

- USCG PWS: LT Shelby Frasca
- USCG SEAK: Kathy Hamblett, Lindsay Wheeler & Matthew Naylor
- USCG AWA: LCDR JoEllen Arons
- ADEC: Victoria Colles
- EPA: Mary Goolie

Statewide Planning Committee Activity

- Monthly SPC Meetings
- Upcoming ACP Reviews: AK Inland ACP & RCP
- Outreach: bimonthly announcement email & quarterly newsletter
- Recommending & and coordinating ADEC and ARRT Website Updates

Overall: Interagency coordination of planning efforts



Plan <u>Rel</u>ationships

Regional Contingency Plan

- Planner Centric
- Region-wide policy issues
- Updates: ARRT

Area Contingency Plan

- Responder Centric
- Area resources and procedures
- Updates: Area Committee





REGIONAL STAKEHOLDER COMMITTEE TASK FORCE

RSC Task Force

Task Force Initiated by ARRT Tri-Chairs 2/17/2022,

Task Force Members

- Environmental Protection Agency
- United States Coast Guard
- Alaska Department Environmental Conservation
- Native Village of Eyak
- Aleutian Pribilof Islands Association
- Prince William Sound Regional Citizens Advisory Council (RCAC)
- Cook Inlet RCAC
- Alaska Clean Seas
- Crowley Marine
- Alyeska Pipeline Service Co.
- Hilcorp Alaska LLC

Task Force Meeting History

- 9/5/2023
- 7/25/2023
- 6/14/2023
- 4/28/2023
- 2/21/2023
- 1/24/2023
- 12/20/2022
- 11/30/2022
- 11/15/2022
- 9/27/2022
- 8/2/2022

RSC Task Force

Deliverables (under development)

- Liaison Officer Job Aid
- Regional Stakeholder Committee (RSC) Member Job Aid
- Updated Definitions for RSC and Regional Citizens Advisory Council (RCAC)
- Updated RSC content/language for Area Contingency Plans and the Regional Contingency Plan

What's Happening Now/ What's Next

- Work on the RSC Member Job Aid
- Tri-Chair Review
- Public Review (Winter 2023-2024)

Liaison Officer Job Aid

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Contact us:

Alaska Regional Response Team Coordinators

Mary Goolie – EPA <u>goolie.mary@epa.gov</u> Angella Gebert – USCG <u>angella.r.gebert1@uscg.mil</u> Kathy Shea– ADEC (interim) <u>Kathy.shea@alaska.gov</u>





TRIBAL COMMITTEE TASK FORCE



BREAK



Please Don't Forget to SIGN IN

ALASKA REGIONAL RESPONSE TEAM AREA COMMITTEE REPORTS



Alaska Regional Response Team








ARCTIC AND WESTERN ALASKA AREA COMMITTEE

AREA COMMITTEE UPDATE

Notable initiatives within the Arctic and Western Alaska Area Committee:

Geographic Response Strategy Progress Tier 1 and 2 Field in conjunction with UAS Validations throughout Western Alaska Region

Next Area Committee Meeting: October 25th

AREA CONTINGENCY PLAN UPDATE

Area Contingency Plan – signed Jan 2023 Intentional Wellhead Ignition added to ACP Future ACP Updates In-Situ Burn – integrate pre-assessed areas Section 8000 Marine Firefighting and Salvage – continue quarterly workgroup meeting with Region Stakeholders No Public Comment slated for 2023

BERING STRAITS EXERCISE – JUNE 2023

- AWA participation in D17 FSE
 - Stood-up a USCG Incident Management Team at Sector ANC
 - Organized field deployment with an NRC dispersant plane
 - Integrated State and Federal partners as field observers and players



SPECIAL ANNOUNCEMENTS

- Further development of UAS policy and program expansion
- Expansion of Arctic Deployment Operations
- Updated RUS/US and CAN/US JCPs



AREA COMMITTEE REQUEST FOR ARRT SUPPORT

- Support for tribal engagement in conjunction with the risk assessment methodology
- Guidance to implement UAS protocols and statewide policy
- Backing for continued improvement of GRS/GIS data management

AREA COMMITTEE CONTACTS

ADEC Area Planning website:

<u>http://alaska.gov/go/7EKN</u>

Contact us:

Kathy Shea kathy.shea@alaska.gov

LCDR JoEllen Arons





PRINCE WILLIAM SOUND AREA COMMITTEE BRIEF

PWS AREA COMMITTEE UPDATE

- Notable initiatives within the PWS Area Committee:
- FOSC: CDR Sarah Rousseau, June 20th
- Last Steering Committee Meeting, July 18th
- Area Committee meeting April (Cordova)
- Alyeska Wildlife Deployment April (Cordova)
- Area Committee Meeting Oct 5th (Valdez)



Cordova, AK pc City of Cordova website

AREA COINTINGENCY PLAN UPDATE

- Current Version (2020.1) signed 1/9/2023
- Plan updates:
 - Public comment 2024
 - Continue to streamline formatting. Incorporate applicable changes made in AWA and Inland ACPs
 - Use reference and tools boxes directing readers to updated information
- Future considerations:
 - GRS digitalization

CASE SUMMARY/ENFORCEMENT

F/V LEGACY, Valdez Harbor spill





F/V DESIRE, by Esther Island

P/C Slow Belle, VSBH raised the vessel and removed from the water



USCG and ADEC responded to VPT dock due to report from VPT of unknown sheen, precautionary measures were taken by stopping loading barge

SPECIAL ANNOUNCEMENTS

Shippers Drill completed, May 16-18 2023 (Valdez/Anchorage)

<u>Upcoming:</u> PWS SCAT and VMT IMT Exercise: Oct 3-4th (Valdez)

AlaskEX Valdez May 2024

Petro Star Valdez Response training September 2023



PWS AREA COMMITTEE NEEDS FOR ARRT SUPPORT

None at this time



AREA COMMITTEE CONTACTS

PWS Area Planning website:

Prince William Sound Area (alaska.gov)

Contact us:

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Shelby.e.Frasca@uscg.mil

Victoria.colles@Alaska.gov



The barge is in the midst of outfitting; that means crews are still in the process of mobilizing everything from response equipment to generators to mattresses, blankets and rugs.



SOUTHEAST ALASKA AREA COMMITTEE

AREA COMMITTEE UPDATE

Notable initiatives within the SEAK Area Committee:

Recent Actions:

Ketchikan PREP Full Scale Exercise/GRS Validation – April 2023

CANUSDIX – June 2023

Initiatives:

Tactics Exercise/GRS Validation – April 2024

Working Groups:

Common Operational Picture Sharing w/ Canadian Coast Guard for CANUSDIX incidents



CASE SUMMARY MENDENHALL RIVER FLOODING

5-6 August 2023: glacial dam burst in Mendenhall Lake, causing rapid recordbreaking water level rise of Mendenhall River

Several structures collapsed and sent debris downriver into the nearby wetlands and surrounding ocean bays

Some debris included home heating oil tanks, gasoline canisters, propane tanks, etc.

Light sheening observed & accompanied by strong petroleum odor in Mendenhall River, Fritz Cove, Auke Bay, and Lynn Canal



CASE SUMMARY MENDENHALL RIVER FLOODING

USCG & ADEC responders walked local beaches, river banks, and wetlands for several days during and after flooding event to identify and follow up on reports of sheening/odors/pollution sources

USCG launched helicopter and patrol boat to search debris in surrounding area for oil tanks and sheening

ADEC deployed sorbent boom and sweep at mouth of Duck Creek leading into Mendenhall River and responded to several spills to private properties impacted by HHOT releases

USCG opened Oil Spill Liability Trust Fund for local contractor to dispose of located oil tanks/barrels

Less than 100 gal oil products recovered; most oil tanks were empty or nearly empty upon discovery



AREA COMMITTEE NEEDS FOR ARRT SUPPORT

Continued support for exploration of GRS documents to GIS format and improvement of technology to conduct validations with modeling software



AREA COMMITTEE CONTACTS

ADEC Area Planning website:

<u>http://alaska.gov</u> /go/7EKN



August 2023: Aground 40-ft F/V MARCO, Gastineau Channel (Juneau), AK



ALASKA INLAND AREA COMMITTEE



Alaska Inland Area Committee update

Last Meeting March 6, 2023

Working Groups Sponsored by AK Inland Area Committee

- In Situ Burning: Task Completed. ISB Decision-Making Checklist posted on ADEC website. Checklist will be incorporated into 2023 ACP
- Hazardous Substance Response: Task Update ACP Chapter 7000 & HazSub Job Aid. On Hold
- Response Logistics: Task Update Chapter 5000 Logistics & Logistics Job Aid. On Hold



Area contingency plan update Version 2020.1 approved March 2021

Public Review Period planned for January 2024

2023 Tasks: Annual Review Kick off at March 6 Area Committee/ Admin Subcommittee meeting

Focus of Modifications:

Incorporate applicable changes made in AWA and PWS ACPs

Incorporate potential products of HazSub, Logistics & ISB Working Groups

Review & Revise Job Aids for Health & Safety, Radiation, Waste Management & Disposal

Contact <u>Mary Goolie</u> with proposed plan modifications or to be on the AK Inland Admin Subcommittee

Case Summary #1 Spring Flooding Response

- May-June 2023 Circle, Russian Mission, Crooked Creek Responses
- Response Actions Summary:
 - Inventoried impacted fuel tanks
 - Established community collection sites for impacted fuel and hazardous materials.
 - Circle AK: hired contractor to remove fuel from impacted fuel tanks and drums, filter it, and return the filtered fuel back to the community.
 - Continue to work with the community to address their concerns.



Case Summary #2 University Lake (Anchorage, AK) Diesel Fuel Discharge

- June 21 July 11, 2023
- Unified Command: EPA, ADEC, ANTHC/ANMC
- Supporting Agencies: USFWS, USDA/APHIS, ADFG, Municipality of Anchorage





Special Announcements:

- ADEC and EPA Coordinated with USCG MSTF on inspections in Nome & Bethel regions (July & August 2023)
- Proposing Capacity Building Outreach and Training-Coordinated by EPA, ADEC
- Removals planned at Matanuska Townsite, Shungnak School, potential removals at ANCSA sites
- Upcoming exercises
 - Savant Badami MAD Drill, September 19-20
 - Alaska Railroad, October 13
 - Conoco Phillips Alpine October 11 & 25
 - Harvest Alaska, Pt. Thompson Unit, IMT, November 2
 - Alyeska TAPS Gunn Creek November 7



Needs Requiring ARRT Support

Support/ideas/resources for Village Compliance Assessment. Tank Farm Facilities Response equipment Trained personnel (i.e. HAZWOPER training)

School District Outreach

Continue the conversation on logistical support from ARRT member agencies – follow-up on ARRT Tabletop Exercise 9/21/2022

ADEC Area Planning website:

http://alaska.gov/go/7EKN

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LUNCH



Please SIGN IN

Meeting will restart at 1:00 PM (Alaska time)

- If you want to offer a public comment, sign up in "Chat" or the sign up sheet located in the room
- Must sign up by the end of this lunch break.

WELCOME BACK

Meeting Sign-In



www.AlaskaRRT.org

AFTERNOON AGENDA

- 1:00 ALASKA RAILROAD CORPORATION (30 Minutes)
- 1:30 EAST PALESTINE, OHIO TRAIN DETALMENT EMERGENCY RESPONSE (30 Minutes)

2:00-2:15 BREAK

- **2:15 ALTERNATE PLANNING CRITERIA (30 Minutes)**
- 2:45 DEPARTMENT OF TRANSPORTATION, PIPELINE AND HAZARDOUS MATERIALS SAFETY ADMINISTRATION (PHMSA) (30 Minutes)



ALASKA RAILROAD CORPORATION



Alaska Railroad Corporation

4015

Oil Discharge Prevention and Contingency Plan



















Quick Facts

Organization (following State purchase)

- Independent corporation owned by State
- Managed by a seven-member board of directors appointed by Governor
- Mandated to be self-sustaining, responsible for financial and legal obligations

Operating Data

- 656 Total miles of track
- 912 Freight cars (owned & leased)
- 44 Passenger cars
- 51 Locomotives

2022 Operating Statistics

- 531,611 passengers
- 3.7 million tons of freight

Employees (January 2022)

- 571 full-time year-round employees
- ~70% members of 5 unions





Interstate Service

Lower 48 and Canada to Alaska



- Seattle or Prince Rupert to Whittier
- Railcar Tracking
- Safe, Reliable, Affordable
 Service
- Longest Rail-Haul in North America
 - Alaska Railroad from Seattle to Fairbanks - 1815 Miles
 - Interline service from
 Panama City, Florida to
 Fairbanks 4842 Miles


Rail Cars Transporting Freight

In 2022 ARRC Handled 65,164 Total Rail Cars and TOFC/COFC Transporting Freight





Rail Cars Transporting Hazardous Materials By Hazard Class (2022)







What ARRC Does <u>NOT</u> Haul...

- Crude Oil
- Ethanol
- Chlorine
- Anhydrous Ammonia
- PIH
- Vinyl Chloride





The Alaska Railroad



- Nearly 600 miles of track
- In 2022 ARRC moved 3,288,000 barrels of class 3 liquids

Over 138 million gallons





Regulatory Bodies

- US DOT
 - FRA
 - USCG







• US EPA



Transport Canada



• Environment Canada



Environnement Environment Canada Canada



Why does the ARRC have a C-Plan?

The Alaska Railroad is committed to planning for safe, efficient, and effective responses to oil discharges. The C-Plan is the plan by which responses will be conducted by the ARRC. (or 18 ACC 75.400)





As of Feb. 28, 2019 FRA...

49 CFR 130.100 (a) Railroads must have current written comprehensive oil spill response plans (COSRPs) meeting the requirements of this subpart for any route or route segments to transport either of the following:

- (1) Any liquid petroleum oil or other non-petroleum oil subject to this part in a quantity greater than 42,000 gal per package
- (2) A single train carrying 20 or more loaded tank cars of liquid petroleum oil in a continuous block or a single train carrying 35 or more loaded tank cars of liquid petroleum oil throughout the train consist.
- (i) Blah blah, don't count anything not at least combustible or tanks carrying residuals.....

130.105 Purpose and general format.....State plans can count as long as..... Contain minimum of federal plan and list of names of qualified individuals and certify the railroad has the means to respond or contracts to respond. (RAC)

130.110 Consistency with the National Contingency Plan Including 1) ICS 2) Contact NRC and 3) Safety at the site

130.115 Consistency with Area Contingency Plans

130.120 Information Summary

130.125 Notification Procedures and Contacts

130.130 Response and Mitigation Activities Including resources in 12 hours and Oil Spill Response Organization (OSRO)

130.135 Training Including requirements that training on the plan occur every five years.





130.140 Equipment testing and exercise procedures Including describing an exercise program for COSRPs following the National Preparedness for Response Exercise Program (PREP) Guidelines (check the USGC web page)

130.145 Plan review, update, and recordkeeping procedures

130.150 Approval and submission procedures

130.155 Implementation of comprehensive oil spill response plans

Also 174.312 HHFT information sharing notification for emergency response planning

Prior to operating an HHFT must provide the information described in paragraphs (b) and (c) to each State Emergency Response Commission (SERC).....

Weekly, route, description of material, point of contact, update for greater than 25% change via electronic or hardcopy.



What is covered by the C-Plan?

- 1. A railroad tank car on a rail barge and is attached to an ARRC locomotive; or
- 2. A railroad tank car that is not on a rail barge or the property of a non-ARRC facility (in ARRC yards and on sidings; or
- 3. The Spill is from an ARRC locomotive; or
- 4. A railroad tank car is on the property of a non-ARRC facility or on a private track (as defined in 49 CFR 171.8) and the tank car has not been received by the receiving non-ARRC facility.





What is a Response Planning Standard? (Section 5)

- The Response Planning Standard (RPS) for the Alaska Railroad Corporation (ARRC) for purposes of preparing an Oil Discharge Prevention & Contingency Plan is established in Alaska Statute, Section 46.04.055 (c)(2) which establishes the RPS for railroad tank cars as follows:
- (A) Containment and control of 15 percent of the maximum oil capacity of a train on the railroad within 48 hours: and
- (B) Cleanup of the discharge within the shortest possible time consistent with minimizing damage to the environment.



ARRC RPS Determination

ARRC Response Planning Standard Volume Determination

Non-persistent (Fuels):

Maximum train for non-persistent product is **<u>one hundred twenty five (125) cars</u>**

Tank car (23,000 gallons = 550 bbls) Total load = 2,875,000 gallons or 68,452 bbls (rounded to 68,500 bbls) <u>RPS:</u> 15 % of Total load = 431,250 gallons or 10,267 bbls (rounded to 10,300 bbls)





ARRC RPS Determination

ARRC Response Planning Standard Volume Determination

Persistent: (Tars):

Maximum train for persistent product is six (6) cars

Tank car (23,000 gallons = 550 bbls) Total load = 138,000 gallons or 3286 bbls (rounded to 3300 bbls) <u>RPS:</u> 15% of Total load = 20,700 gallons or 493 bbls (rounded to 495 bbls)





How is the ARRC C-Plan organized?

- The ARRC C-Plan is separated into five main categories and supporting information in the appendices.
 - Section 1: Response Action Plan
 - Section 2: Prevention Plan
 - Section 3: Supplemental Information
 - Section 4: Best Available Technology
 - Section 5: Response Planning Standard
 - Appendices





1.0 Response Action Plan

- Section 1 of the ARRC Plan details the ARRC program for emergency response
- Actions to be taken in the event of a spill
- 8 subsections detail aspects of the program





Section 1 Includes:

- 1.1 Emergency Action Checklist
- 1.2 Reporting and Notification
- 1.3 Safety
- 1.4 Communications
- 1.5 Response and Deployment Strategies
- 1.6 Response Scenarios
- 1.7 Non-Mechanical Response Options
- 1.8 Facility Description





Safety issues

- Incident Safety Objectives
- Responsibility for safety during and incident
- Right of way activities
- Potential safety issues
- Safety of personnel
- Safety of the public
- Contractor safety
- Local coordination
- Chemical hazards
- Physical hazards





Communications

- Federal Railroad Regulations
- Communications Equipment
- Communication Frequencies
- ARRC system Radio







Response and Deployment

- Initial response actions
- ARRC response resources
- Models for estimating transport times
- 1.6 details more strategies and scenarios







Section 2: Prevention Plan

- 2.1 Prevention Programs
- 2.2 Discharge History
- 2.3 Potential Discharge Analysis
- 2.4 Specific Conditions
- 2.5 Discharge Detection





Section 3: Supplemental Information

ALASKA

- 3.1 Facility Descriptions and Operations
- 3.2 Receiving Environment
- 3.3 Command System
- 3.4 Realistic Maximum Response
 Operating Limitations
- 3.5 Logistical Support
- 3.6 Response Equipment
- 3.7 Non-Mechanical Response Information
- 3.8 Primary RAC Info
- 3.9 Training
- 3.10 Protection of ESAs
- 3.11 Additional Information
- 3.12 Bibliography





Section 4: Best Available Technology

- Communications
- Source Control and Procedures
- Trajectory Analysis
- Wildlife Capture, Treatment, and Release
- Oil Discharge Detection
- Spills at Fueling or Filling Locations
- Track Mounted Tank Car Defect Detector Systems
- Avalanche Detection and Mitigation





Appendices

- Include:
 - Spill Report Form (201 Form)
 - Oil Spill Site Safety Plan
 - Geographic Spill Response Sections (and Maps)
 - Petroleum Cargo Characteristics
 - MESA Maps
 - Oil Spill Equipment Storage Map
 - Oil Spill Scenario Maps
 - ARRC Spill History
 - Response Options for Receiving Environments
 - Generic Response Strategies
 - List of Facilities and Section Houses
 - ARRC Incident Command System Org. Chart





Incident Objectives

- 1. Safety of Personnel
- 2. Assess
- 3. Stop the Flow
- 4. Contain
- 5. Notify
- 6. Activate Command Organization

- 7. Recovery Strategies
- 8. Restore Rail Operations
- 9. Interim and Permanent Disposal
- 10. Decontaminate
- 11. Document



Geographic Spill Response Sections

- The Alaska Railroad covers 500 miles of very diverse country.
- Section 1.6.13, Geographic Spill Response Sections and Receiving Environment Categories, catalogs these differences and the unique characteristics and risk factors to be considered in these areas when an incident occurs. (Appendix E)
- 13 GSRs



ARRC - Appendix D, Geographic Spill Response Sections

Greatest Oil Cargo	115.3 to 140.4 125 tanks cars @ 23,000 gals/per car 2 875 000 gallones or 68 452 bbls
Areas of Special Attention	Joint Base Elmendorf-Richardson (JBER) MP 117.15 to MP 131.65, 200' ROW
Oil Terminals Services	Andeavor Petroleum (formerly Flint Hills) loads and receives tank cars of oil at their terminal facili located in the Port of Anc., serviced by a spur line originating in the ARRC Anc. Terminal facili (switching vard)
Special Safety Concerns	This area passes through the Elmendorf Air Force Base (between MP 117 and MP 121). Those a controlled areas with armed guards, and access must be coordinated with the base security personne Live ordinance and live fire operations may take place on these facilities, and response must be coordinated with on base activities to avoid dangerous exposure to military operations. Call Municipal of Anchorage Emergency Dispatcher 9-911 and ask for Elmendorf 911 emergency dispatcher whe calling the above number.
	Response on the Knik Arm Flats and Turnagain Arm may pose dangers due to extreme tide change resulting in high tidal current velocities, as well as shallow water conditions, sandy/muddy shoals, ar tidal mud flats.
	Eagle, Eklutna and Knik Rivers can be extremely dangerous fast moving currents, and in wat response needs to be planned with extreme caution.
	Bears can be a hazard to persons on foot in this entire area anyplace away from the highway are See Appendix C for Wildlife Safety Procedures.
Public Safety	This area passes near residential areas, and community notification and evacuation may be require Public Safety Contacts: Alaska State Troopers, Anchorage Police Department
Access	The section has good side road access through public roads. Coordination will be required through t Military Liaison Officer for access to military reservations.
Assessment	From MP F-5 (Portage Lake) to Portage (MP 64.2), spills to water will run NE from Portage lake alou the Portage Creek drainage and eventually into the saltwater of Turn again Arm. Spills to water will run into rivers (Eagle River, Eklutna River, Knik River) and creeks which all drain in the saltwater of Knik Arm.
Environmental	The primary receiving environment categories in this section are: # 1: Swift Water (Eagle River, Eklutha River, Knik River) # 2: Marsh/Wetlands # 6: Tidal Saltwater-Mud Flats # 7: Small Stream Crossings # 8: Freshwater Lakes Primary wildlife resources are present in: Knik Arm: salmon, smelf, seals, shorebirds Eagle River, Eklutha River, Knik River salmon, trout General area: Moose, bear, bald eagle
Primary Containment Strategies in Addition to Direct Containment of the Tank Cars	In summer months: For spills into river, deploy containment, diversion and collection booming For spills into Knik Arm, containment boom may be deployed only with the direct approval of the Safety Officer. During freeze up months: Construct snow berms with liner materials to contain and collect spilled product During periods of broken ice floes no on-water response will be implemented. Containment and recovery systems may be deployed for periods when high tide waters may inundate the spill are During winter conditions heavy equipment will be utilized for recovery operations. In the initial stages the response, equipment for recovery of product to a portable tank(s). The portable tank(s) will be located support transfer of product into a vacuum truck.

Geographic Spill Response Section 5: Anchorage to Knik River Bridge

Alaska Railroad Corporation May 2023



Receiving Environments

- The ARRC right of way has been broken down into 10 different categories of receiving environments. (Section 1.6.13)
- Appendix M, details each of the environments.
- Appendix N, has response strategies specific to each of the environments.





- Swift Water
 - Sensitivity Ranking 4
 - Fast boom type response
 - Must consider wildlife and current conditions
 - During breakup can be very dangerous.
 Water currents and ice are seasonal safety consideration





- Marsh/Wetlands
 - Sensitivity Ranking 8
 - Skimmers and sorbent for response
 - Wildlife sensitive
 - Ice and mud present risks to safety







- Tidally influenced water impoundments
 - Sensitivity Ranking 2
 - Block culverts and use skimmers and sorbent for recovery
 - Seasonal Wildlife
 - Ice and mud present risks to safety





- Beaver ponds
 - Sensitivity Ranking 8
 - Install underflow systems at the beaver dams and use skimmers and sorbent for recovery
 - Year round wildlife present
 - Ice and mud present risks to safety and PFDs should be considered







- Upland right of way with no immediate path to water
 - Sensitivity Ranking 1
 - Sorbents and excavation will be used to recover product
 - Possible wildlife in all areas of the railroad right of way
 - Safety is standard working practices





• Tidal saltwater/mudflats

- Sensitivity Ranking 4
- Recovery is extremely difficult due to tide, mud, currents, and weather along the inlets. On-water recovery is possible in limited situations
- Seasonal Wildlife, marine mammals
- Mud, ice and weather present risks to safety





- Small Stream Crossings
 - Sensitivity Ranking 8-10
 - Locate locations downstream where collection, diversion, and exclusion berming are possible
 - Seasonal Wildlife and spawning salmon
 - Slip, trip and fall issues, ice, and currents are safety concerns





- Freshwater Lakes
 - Sensitivity Ranking 8-10
 - Containment booming and skimming for recovery of product
 - Local populations of wildlife as well as seasonal Wildlife and spawning fish
 - Must have a water safety and rescue plan, and ice in winter present risks







• Temperate Rainforest

- Sensitivity Ranking 6
- Runoff must be blocked, sorbent and excavation to remove product from soils
- Seasonal Wildlife and populations of local
- Ground can slough, uneven footing and seasonal ice risks







- Tunnels
 - Sensitivity Ranking 1
 - Use confined space entry if needed, and reference the AK DOT ERP for Whittier Tunnel. Other tunnels may require pump systems and sorbent to recover product.
 - Little risk to wildlife
 - Ice , falling rocks and poor footing present safety risks


ARRC - Appendix M, Response Options for Receiving Environments

Category #2: Marsh/Wetlands



General Information: Wetlands areas are found adjacent to the rail line in every GSRS of the ARRC line. These areas are typically wet with standing water year round. They typically have water tolerant vegetation and are often connected to drainages into streams and rivers.

Safety Issues: While these areas typically appear benign, the potential for drowning in these areas is very real, as well as being stuck in the underlying mud and becoming unable to extract personnel. Personnel would wear PFDs, work in buddy teams and have visual supervision from a safe, upland site at all times. Inflatable rafts may be the best way to safely work in these areas.

Response Strategies: If oil reaches these waters, the primary response strategy will be to use skimmers and absorbent materials to recover oil. Flushing with water from hoses may be required to concentrate recoverable oil into areas free of vegetation where collection and skimming can be effective. These areas can be fragile, in that the impact of human and mechanical activity can last for a long time. Care should be taken to stag response resources in areas of low impact. Damage to the area should be evaluated before choosing response strategies and tactics.

Environmental Considerations: These areas are typically defined as "sensitive" due to the numerous wildlife that they support. Moose, migratory waterfowl, salmon and freshwater fish all utilize these environments. The Environmental Unit Leader should work with ADF&G to identify sensitive areas and develop plans to avoid negative impacts in these environments.

Seasonal issues: During winter months ice is present in many wetland areas, allowing recovery operations on the surface. If oil infiltrates under the ice, recovery from the wetlands may require developing under ice recovery programs using small skimmers in access holes.

Wildlife: These areas have high incidents of wildlife present from May until November. The Environmental Unit Leader will consult with resource agency personnel to decide if work can proceed in the areas. Moose, migratory waterfowl, eagles, salmon and freshwater fish all frequent these environments. Salmon spawning areas will be a high priority.

Alaska Railroad Corporation May 2023

Category 2: Marsh / Wetlands

Objectives and Strategies

It of reactives and easeweets If of reactives these waters, the primary response strategy will be to use skimmers and absorbent meterials to recover oil. Flushing with water from hoses may be required to concentrate recoverable oil into areas of oppn water true of vegetation where collection and skimming can be effective. These areas can be tragile, in that the impact of human and mechanical activity can lest for a long time. Care should be taken to stage response resources in areas of low impact. Damage to the area should be evaluated before choosing response strategies and factics, in coordination with the Environmental Unit Leader.

The general strategy for responding to spills to marshes and wellands a:

- · Identity the perimeter of the spilled area in the marsh, deploy containment if possible.
- . Based on above, identify leasible collection sites and access options to those sites molid ground locations, small vessel platforms may also be possible as platforms to support recovery devices).
- · Cold water flushing may be used to move oil to recovery sites within the containment.
- Choose appropriate equipment for establishing collection and recovery operations. Mobilize and deploy equipment to recover and store product from the stie (s)

Deployment Considerations and Limitations

- Vegetation in these areas may act as "sponge" for spilled product, making akimming recovery difficult. Deployment of sorbents such: as pom poms may be the only effective recovery option.
- Permits may be required prior to any temporary staging or fill in these areas.
- Recovery operations may require a permit from ADEC to decant free water back into the collection areas.
- Most of these ales will be accessed by the rail line or ROW, with recovered oil pumped to tank cars.

Resources for these potential strategies vary and have been divided into two categories (RA) Restricted Access and (NRA) No Access. Restrictions. Each unit is defined to contain a recovery device, a storage device and associated direct and support equipment and matanials. Quantity of units required will be determined by site, and resource sets may need to be retined as site specific requirements dictate. The recources listed below make up a generic unit or "package" as guidance for ordering resources to respond to splits in this category receiving environment.

Collection, Restricted Access (RA)

Description	Type	Function	Quantity
Boom	Fast Water Boom	Containment	500 feet
Skimmer	Skim Pac 18000	Recovery	1
Hose & fittings	2 "suction	Transfer from skimmer to pump	100 feet
Hose & fittings	2' discharge	Transfer to storage	200 feat
Anchor systems	20 # Danforth Kits	Boom configuration	4 sets
Sorbenta	Pom Poms	Collection	5 bags (50 per bag)
Sorbents	Contractor Sweep	Collection/ containment	5 sections (100 feet per section)
Decon Unit	Fish Tote decon unit	Decon personnel	1 Unit
Temporary Storage	Fast Tank 2,400 gallons	Recover Rould storage	1
Overpeck Drums	55 Gallon DOT	Temporary storage of oiled waste	-4 drums
Pump	2° or greater	Flustring	1
Hose and fittings	2" suction	Suction of flushing water	100'
Hose and littings	2° discharge	Suction of flushing water	100'
Nozzle	2' fire nozzle	Flushing	1
Vessels	10' inflatable raft w/or motor	On water deployment	1

Support Resources

Description	Туре	Function	Quantity
Personnel	Response Technicians		4
Vessel personnel	Technician		*



Category 2: Marsh / Wetlands (Cont.)

Collection, No Restricted Access (RA)

Description	Туре	Function	Quantity
Boom	Fast Water Boom	Containment	500 feet
Skirtumer	Skim Pac 18000	Bacovery	1
Hose & fittings	2 ' suction	Transfer from alummer to pump	100 feet
Hose & Rtings	2' discharge	Transfer to storage	200 feet
Anchor systems	20 # Canforth Kits	Beam configuration	4 suts
Sorbents	Pom Poms	Collection	5 bags (50 per bag)
Sorbents-	Contractor Sweep	Collection/ contairment	5 sections (100 feet per section)
Decon Unit	Fish Tota decon unit	Decon personnel	1 Unit
Temporary Storage	Fast Tank 2,400 gallons	Recover liquid storage	1
Overpack Drums	55 Galton DOT	Temporary storage of piled waste	4 drume
Pump	2° or greater	Flushing	1
Hose and things	2' suction	Suction of flushing water	100
Hose and Ittings	2' discharge	Suction of Rushing water	100
Nozzie	2° fire nozzle	Flushing	1
Vecosis	10' inflatable raft w/o motor	On water deployment	1
Decon Unit Fish Tote	Decon Unit	Decon Personnel	1 Unit
Temporary Stonage	Fastank 2400 pails	Recovered Liquid Storage	1
Overpack Drums	55 gal DOT	Temporary Storage of Oily Waste	4 drums
Vacuum Truck with Manta Ray Skimmer	70 Banel	Temporary Storage / Skimming	3
Response Trailer	Support Equipment	On Railroad Flatbed Cars # Rail Line Access is Available	1
Vecsela	12' Jon Boat Style w/o motor	On Water Deployment	1
Tank Cars	Standard, Empty	If Rail Line Access is available	Additional Discharge Hose may be required based on distance to rail line from collection

Support Resources

Description	Туре	Function	Quantity	
Personnel	Persponse Technicians		4	
Van Truck Personnel	Operator		1	
Vessel	Operator		1. T	







Alaska Railroad Corporation August 2018 Oil Discharge Prevention and Contingency Plan



How would ARRC use the Plan in an emergency?

- The ARRC C-Plan is intended to be a working plan to assist in an Emergency
- The Response Action Plan is followed to make responses more effective
- Supporting documentation and information will streamline efforts







For Example

- Identify ARRC milepost where spill has occurred;
- Identity which ARRC GSR the spill is located in;
- Review information on the GSR, determine specific relevant information including contacts and ESAs;
- Identify the Receiving Environment Categories in the GSR and consult Appendix M and N for response tactics and required equipment;
- Develop resource requirements for primary strategies appropriate for the receiving environment based on STAR manual and appendices M and N.







Other Resources



State-approved Oil Discharge Prevention and Contingency Plans (ODPCP) that

AREA CONTINGENCY PLAN LINKS	
REFERENCES AND TOOLS	
ARCTIC & WESTERN ALASKA	
ALASKA INLAND	
PRINCE WILLIAM SOUND	
SOUTHEAST ALASKA	

ODPCP LINKS

INDUSTRY CONTINGENCY PLANS

DO I NEED A CONTINGENCY PLAN?

APPLY FOR A CONTINGENCY PLAN

APPROVED PLANS

PLANS UNDER REVIEW

PRIMARY RESPONSE ACTION CONTRACTORS

SPILL RESPONSE EXERCISES

BEST AVAILABLE TECHNOLOGY



https://dec.alaska.gov/spar/ppr/contingencyplans/response-plans/tools/

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DMSION OF Spill Prevention and R PREVENTION PREPAR	REDNESS AND RESPONSE	Search DEC.	
INDEX BY TOPIC ABOUT PPR NEWS	SFEED REPORT A SPILL		
Tex-Are Plane: DEC / SPAR HTM / Consinguncy Plane / Response	a Mana i Anse Plan Kafanamas And Tasis	PAGE SECTIONS	
AREA PLAN REFERENCE Links to references and tools in support of the 5 References and Tools provided do not reflect sp members of the Area Committees, ARRT, or up assist responders. If there appears to be a confli- found within the References and Tools web page regulatory requirements, the statutory or regula	ES AND TOOLS state of Alaska's 4 Area Contingency Plans, tecific endorsement or mandate by natory agencies, however are provided to lict between what is stated in documents e and what is stated within statutory or story requirements shall be followed.	Overview Documents Eontact Information National and Statewide Policy Agmoy Response Guides References & Tools by Position References & Tools by Solitor References & Tools by Solitor Sackground Information	
Find That Link Use the PAGE SECTIONS menu to navga Use the search how below to find specific Firter a search term, click search, a highlighted in yellaw Search: 046 page	ite to a section it links on this page and scroll down to see the link text Search	AREA CONTINGENCY PLAN LINKS REFERENCES AND TOOLS ARCTIC & WESTERN ALASKA ALASKA INLAND PRINCE WILLIAM SOUND	
Overview Documents • List of all references and tools (0.5), inclus • Communities by Area Committee (0.5) - A	ding hyperlinks A list of the communities in Alaska cross-	SOUTHEAST ALASKA	





References and Tools Website

National & State Policy Agency Response Guides Response Plans Contact Information

By ICS Position

- Command
- Operations
- Planning
- Logistics
- Finance/Cost

By Subject

- Wildlife, Fish and habitats
- Cultural Resources and Historic Properties
- Hazardous Substances
- Natural Disasters Stafford Act Disasters
- Mapping/GIS
- Air Operations
- SCAT
- Industry Websites & OSROS, PRACS
- Weather, River, Tides and Ice
- ICS Resources



AND FINALLY....





Anchorage equipment

- 3 response vans (DV03, DV06 and DV07)
- Mobile Shop (DV02)
- Mobile Break Room (DV01)
- 1 boxcar of drums, sorbents, and response equipment
- 2ea 50K gallon, 3 ea 20k gallon portable tanks
- HR 1473, Ford F550 with 500g tank or flatbed w/crane
- 16' enclosed trailer
- 4 each shallow water boom vane























Fairbanks

- 2 Response vans identical to the Anch. Vans (DV04 and DV05)
- The ARR 10157 boxcar with drums
- 2 ea. 20K gallon portable tanks





Healy

- Boxcar ARR 94101 full of response equipment, pumps, tools, etc.
- 1ea 20K gallon portable tanks









Whittier

• 40' Emergency response equipment storage Van with drums, sorbent pads, sorbent rolls, sorbent boom, tools, and various other response supplies.













Seward

• 20' van with drums, various sorbents, tools and various other response supplies.





Along the right-of-way...

Station	MP	ER Equipment	
Whittier	F0.0	CV433 (Drums, Liners, Absorbents Sodium Bicarbonate, Peat Sorb, Generator) Section House (Two Spill Drums, Absorbents)	
Seward	3	Container #BSTL-02 (Absorbents, Drums) Roundhouse (Spill Tote, Two 85 gal. Spill Drum)	
Moose Pass	29.4	CV-1236 (Spill Tote, Drums, Absorbents, Peat Sorb)	
Tunnel	51.25	Spill Tote, Drums	
Portage	62.85	Spill Tote CV403 (Absorbents, Drums)	
Anchorage	114	DV01, DV02, DV03, DV06, DV07, Barrel Farm,	
Birchwood	135.5	Spill Tote	
Wasilla	159	Spill Tote, Spill Drum Absorbents, Drums	
Willow	185.5	Spill Tote, Absorbents	
Talkeetna	226.8	Spill Tote, Absorbents	
Hurricane	281.7	Two Spill Totes, Absorbents, Liners	
Cantwell	319.5	Spill Tote	
Denali Park	347.7	Spill Tote	
Healy	359	Section House (Spill Tote) Boxcar 94101	
Nenana	411.4	Spill Tote	
Fairbanks	469	Freight House (Spill Tote) Boxcar 10157, DV04, DV05	



Spill Tote/Drum





And the ARRC's PRAC







> Pipeline on Rails

Moving LNG to Fairbanks

HITACHI

Inspire the Next

• First railroad in the U.S. to be permitted to haul LNG (Oct. 2015)

......

4187

A

- ARRC could be an interim energy solution
- Experience handling bulk commodities
- 51,147 lbs. payload (23,200 Kg)

ALASK

• 7,132 Gallons (27G Liters)



HITACHI

nspire the Next



LNG By Rail Demonstration Project & First Responder Training



- First in nation
- Two tanks from Hitachi
- 8 round trips to Fairbanks
- Multi-modal project
- FRA and other railroads on the ground to observe
- 10 Sessions along Railbelt
- 200+ First Responders
- Classroom & full consist training

THANK YOU

Matt Kelzenberg Manager, Environmental Operations (907) 265-2384 kelzenbergm@akrr.com



EAST PALESTINE, OHIO TRAIN DERAILMENT EMERGENCY RESPONSE











East Palestine Train Derailment Emergency & Cleanup



Unified Command





Prepping for the Vent & Burn





East Palestine Train Derailment Response

PHASE 1 EMERGENCY RESPONSE

PHASE 2 ENVIRONMENTAL CLEANUP

Wind Down...

Lift the evac...

(2/6 – 2/12)

Overseen by state and local authorities

with support from EPA and other federal agencies EPA orders Norfolk Southern to conduct all cleanup actions Ramp Up !!!

(2/13 – 2/25)



Response Organization















ENVIRONMENTAL PROTECTION AGENCY REGIONS 3 AND 5

IN THE MATTER OF:

East Palestine Train Derailment Site East Palestine, Columbiana County, Ohio

Norfolk Southern Railway Company,

Respondent

Proceeding under Section 106(a) of the Comprehensive Environmental Response, Compensation, and Liability Act, as amended, 42 U.S.C. § 9606(a). CERCLA Docket No. V-W-23-C-004

UNILATERAL ADMINISTRATIVE ORDER FOR REMOVAL ACTIONS

Appendices

Appendix A – Health and Safety Plan Appendix B - Site Security Plan Appendix C - Air Sampling and Analysis Plan Appendix D - Main Line Interim Soil Removal Plan Appendix E - Characterization and Remediation Work Plan for Derailment-Area Soil Appendix F - Phase I – Preliminary Residential / Commercial / Agricultural Soil Sampling Plan Appendix G - Surface Water Sampling and Analysis Plan Appendix H - Sediment Sampling Work Plan Appendix I - Groundwater Characterization Work Plan Appendix J - Potable Water Sampling Work Plan Update Appendix K - Sentinel Well – Monitoring Well Installation and Groundwater Sampling Work Plan Appendix L - Waste Sampling and Management Plan Appendix M - Community Impact Mitigation Plan Appendix N - Schedule

Community Air Monitoring & Sampling Program

Monitoring

- Conducted by EPA & NS for > 180 days
- > 100 million discrete measurements have been collected

• Sampling

- Over 17,500 air samples collected
- SUMMA canisters, badges, sorbent tubes

Monitoring & sampling for the primary contaminants of concern (vinyl chloride, n-butyl acrylate) have not been detected at sustained levels of concern in the community for the duration of the response.



Site Safety

- Site wide HASP
 - > 500,000 person hours without serious incident
- OSHA in Unified Command since February
- Comprehensive safety audit conducted
 - OSHA, EPA ERT, 3rd party construction/traffic safety consultants
 - Implemented all recommendations



Public Health



Unified Command - Public Health Advisory Unit

• EPA convenes state, federal and local health officials regularly to keep lines of communication open w/ UC

Independent Initiatives

- National Academies of Science, Engineering, & Medicine workshop
- University of Kentucky health research grant
- Several academic institutions conducting independent research

Potable Water Sampling

- 860+ private well samples (to date)
- 24 rounds of sampling public water supply (to date)
Phase 1 Residential/Commercial/Agricultural Soil Sampling - Comparison Study

- Evaluate the area of interest against U.S. background conditions (select PAHs, Dioxins)
- Compare shallow surface soil to deeper surface soil
- Results
 - Results consistent with typical background conditions
 - A few outliers associate with public right-of-way (roadside)





Phase 1 (completed April 14) - inspected 359 locations sampled 146 locations

Main Line Soil Removal



Completed on June 26 both lines are currently operational









Derailment Area Excavations



Waste Management

(as of September 1)

Soil Disposal Over 100,000 tons





Liquid Disposal Over 30 million gallons



Remaining Work

Car Scrapping Area 4 (CSA 4)



Remaining Derailment Site Excavations



Wastewater Treatment Area



Structure Cleaning

- Enrollment August 1 Sept 14
 - Mailer
 - Websites
- Client interviews
- Schedule cleanings
- Oversight
- Confirmation of completion



Schedule for Remaining Work

TASK	2023				2024		
	September	October	November	December	January	February	March
Structure Cleaning							
CSA 4 / South Ditch excavation							
Water Treatment							
Final soil assessment							
Restoration							



Community Involvement

- Welcome Center
 - > 1,100 calls, > 990 visitors
- Public open houses (February/March)
- Public information sessions
 - Topic based community meetings
 - Recorded and posted
- Community partners engagement
 - Over 30 public events
 - Bi-weekly newsletters / content
 - In the moment videos
 - Leads on community-based events

A Quick Look Back

Evaluate early communications	Longer term community engagement		
On-going misinformation concerns	Training and exercises		
Technology and resources	Continuity		

Forward

Increasing numbers of emergencies and disasters

Internal resource challenges

External resources needs

Increased collaboration

Whole of government response

Thanks to all who supported this very challenging response!

East Palestine Train Derailment Emergency & Cleanup



APC OVERVIEW

APC OVERVIEW

AK RRT Meeting

LANDANDER

September 2023

VESSEL OPERATIONS

Types of Operations:

- Transits (Tank and Non-tank)
- Oil transfers (bunkering/lightering)
 - Tanker to Barge
 - Barge to Barge
 - Barge to Facility

Vessel Specifics:

- Where & when operations are conducted?
- Volume and Types of oils?

COTP Zone Differences for NPC:

- Prince William Sound Higher Volume Port
- Southeast Alaska Inland Operating Environment (OE)
- Western Alaska Nearshore OE



VESSEL RESPONSE PLAN



VRP sections:

- General information and introduction;
- Notification procedures;
- Shipboard spill mitigation procedures;
- Shore-based response activities;
- List of contacts;
- Training procedures;
- Exercise procedures;
- Plan review and update procedures;
- Geographic-specific appendix (GSA) for each Captain of the Port (COTP) zone in which the vessel or vessels operate; and
- An appendix for vessel-specific information for the vessel or vessels covered by the VRP

33 CFR 155.5030:

Non-tank vessel response plan requirements

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Why APCs: OSRO COVERAGE















APC REQUIREMENTS

I. Reason(s) and supporting info for the APC request;

2. Identification of regs necessitating the APC request;

3. Proposals for alternative procedures, methods, or equipment standards, where applicable, to provide for an equivalent level of planning, response, or pollution mitigation strategies;

4. Prevention and mitigation strategies that ensure low risk of spills and adequate response measures as a result of the APC; and

5. Environmental and economic impact assessments of the effects.

33 CFR 155.5067 Alternative planning criteria (Non-tank)

WHAT'S NEXT FOR APCS IN ALASKA AND BEYOND...

- MORPAG Results and Response to Comments
- MERCAT establishment
- Coast Guard Authorization Act of 2022
 - Western Alaska Oil Spill Planning Criteria
 - Regulation process
 - Program Manager
- USCG Engagement with Area Committees
 - Repeatable process throughout CG
 - Consultation vs Concurrence



QUESTIONS?



PIPELINE AND HAZARDOUS MATERIALS SAFETY ADMINISTRATION

PIPELINE AND HAZARDOUS MATERIALS SAFETY ADMINISTRATION

PHMSA Mission

To protect people and the environment by advancing the safe transportation of energy and other hazardous materials that are essential to our daily lives.



PHMSA's Two Safety Programs

- Pipeline Safety
- Hazardous Materials Safety



J.S. Department of Transportation

Pipeline and Hazardous Materials Safety Administration PHMSA: Your Safety is Our Mission



Office of Pipeline Safety

Data and Risk Analysis

Analyze data to identify, assess and manage safety risks.

Outreach

Enhance safety and education through stakeholder outreach and engagement.

Engineering & Research

Conduct research and development to innovate and improve transportation safety policies, techniques, processes, and procedures. Review and issue Special Permits, and some notifications by operators for excursions from regulatory requirements.

Regulations and Standards

Write new regulations and incorporate necessary standards to improve pipeline safety.

Training

Provide training for federal and state pipeline inspectors through PHMSA's training center.

Enforcement

Maintain the registry of issued enforcement actions including publicly available documents on the <u>Enforcement Transparency Webpage</u>.

State Programs

Manage effectiveness of and resources for state programs.

Inspections

Inspect pipeline operators and their facilities to ensure pipeline safety standards are being met.

Accident Investigations

Investigate pipeline failures/release.



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PHMSA Regional Offices



Pipeline and Hazardous Materials Safety Administration

PHMSA Alaska

- Western Region office in Lakewood, CO
- Anchorage satellite office has seven inspectors
- Perform inspection on highest risk assets
- Aid accident/incident investigation as needed
- Site visits as circumstances require



U.S. Department of Transportation Pipeline and Hazardous Materials

Safety Administration

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Regulated Infrastructure in Alaska

AK Pipeline Facilities by System Type							
System Type	Miles	% of Miles	# of Operators				
Hazardous Liquid	1,258, 12 tanks	14%	14				
Gas Transmission (Interstate + Intrastate)	885	10%	14				
Gas Gathering	70	< 1%	3				
Gas Distribution (Mains + Services)	6,591	75%	5				
TOTAL	8,804						
Underground Natural Gas Storage	4 facilities	5 reservoirs, 27 wells	2				
Liquified Natural Gas	5 plants	10 tanks	2				

Figures as of January 26, 2023



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PHMSA Jurisdiction

- Jurisdiction is based on *function* of pipelines– facilities transporting natural gas and hazardous liquids are within PHMSA's jurisdiction:
 - Transportation pipelines:
 - Transmission, gathering, distribution pipelines
 - Commodities:
 - Natural gas, liquified petroleum gas (LPG), hazardous liquids (petroleum products, anhydrous ammonia, ethanol, non-petroleum fuel including biofuel which is flammable, toxic, or harmful to the environment if released), carbon dioxide
 - Underground natural gas storage facilities, liquified natural gas (LNG) facilities, breakout tanks within jurisdictional pipeline systems





Inspections & Enforcement Topics

Reporting

Operators are required to annually report information to the Federal government about their jurisdictional assets as well as certain safety conditions, or leaks or incidents that meet thresholds in the code.

Design & Materials

Requirements for the design of new pipelines and allowable materials are included in 49 C.F.R. Part 192 (natural gas), Part 193 (LNG), and Part 195 (hazardous liquid)

Construction

Requirements for pipeline construction.

Welding (& Plastic Pipe Joining)

Regulations require welding practices & procedures, and welders are qualified, and includes requirements for testing of welds.

Corrosion Control

Requirements for corrosion inspections, and cathodic protection on pipelines.

Maintenance & Operations

Code requires operators to write, update, and follow a manual of procedures that outlines the required M&O tasks such as surveillance of pipeline ROW & patrols & facility security, installing & maintaining line markers, odorization (gas) & leak detection, maintaining maps & records, valve, overpressure protection, and facility inspection & maintenance.

Integrity Management

Operators are required to inspect their pipelines' integrity, assess the risks of their assets and take measures to prevent and mitigate risks.



PHMSA: Your Safety is Our Mission

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PHMSA Authority

Code of Federal Regulations, Title 49 Transportation Subchapter D – Pipeline Safety **Part 190 – Pipeline Safety Enforcement and Regulatory Procedures** prescribes PHMSA's enforcement authority to inspect and investigate pipeline operators and to use enforcement tools: Warnings Notices of Amendment (NOA) of plans or procedures Notices of Probable Violation (NOPV) Compliance Orders (CO) **Consent Orders (agreement) Civil Penalties Corrective Action Orders Emergency Orders** Safety Orders **Criminal Enforcement**



J.S. Department of Transportation

Pipeline and Hazardous Materials Safety Administration PHMSA: Your Safety is Our Mission

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Response Coordination



Preparedness, Emergency Support, and Security Division of OPS

- *Oil Spill Response* branch reviews and approves oil spill plans for onshore pipeline facilities as required by Part 194.
- *Emergency Support* branch coordinates PHMSA's response to manmade, natural disasters, and security matters of national significance. PHMSA's Emergency Coordinator (EC) is also the member for the U.S. National Response Team.
Abandoned Pipelines

- PHMSA regulations do not recognize an "idle" status for pipelines.
- The regulations consider pipelines to be either active and fully subject to all relevant parts of the safety regulations or abandoned.
- The process and requirements for pipeline abandonment are captured in §§ 192.727 and 195.402(c)(10) for gas and hazardous liquid pipelines.
- Abandoned pipelines must comply with requirements to purge all combustibles and seal any facilities left in place.



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Abandoned Pipelines

 August 2016 PHMSA issued Advisory Bulletin [Docket No. PHMSA-2016-0075] Pipeline Safety: Clarification of Terms Relating to Pipeline Operational Status:

> Pipelines not currently in operation are sometimes informally referred to as "idled," "inactive," or "decommissioned." These pipelines may be shut down and still contain hazardous liquids or gas... If a pipeline is not properly abandoned and may be used in the future for transportation of hazardous liquid or gas, PHMSA regulations consider it as an active pipeline. Owners and operators of pipelines that are not operating but contain hazardous liquids and gas must comply with all applicable safety requirements, including periodic maintenance, integrity management assessments, damage prevention programs, response planning, and public awareness programs.

- PHMSA will except deferral of certain activities for pipelines that are purged but expected to be used in the future.
- Operators planning to defer maintenance for purged pipelines should coordinate in advance with regulators.



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Pipeline and Hazardous Materials Safety Administration 187 🗧



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Public Comment

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NEXT MEETINGS

- March 5-7, 2024
- September 10-12, 2024
- March 19-20, 2025

REVIEW OF PARKING LOT ISSUES & CLOSING REMARKS

internal and State On.

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