**Railroad Name**

**Hazardous Materials and**

**Oil Spill Prevention**

**and Emergency Response Plan**

**ISSUED: Date**

Revised: Date

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# Introduction, Purpose, and Definitions

The purpose of this document is to identify actions taken in preparation for and in response to a potential release of oil or hazardous substances from a transportation event on Railroad Name.

The Emergency Response Plan has been developed and implemented in accordance with 49 Code of Federal Regulations, Part 130 to meet the requirements of an Oil Spill Prevention and Response Plan as outlined within these regulations, in conjunction with Railroad Name Emergency Response Plan, the National Contingency Plan (NCP - 40 CFR 300), the Area Contingency Plans for the Railroad Name Areas, and the Oil Pollution Act of 1990.

## Introduction

As demonstrated in the following sections, Railroad Name has developed adequate systems, procedures and plans, field tested by our team, to manage any incident along our planned route. In response to a known or suspected release of oil on our system we will rapidly notify responders and governmental agencies, as required, for an appropriate response. In the event of an emergency, we will mobilize all resources necessary to safely, effectively and efficiently provide appropriate measures for the protection of our personnel, the community, and the environment. We will report, contain, control, remediate and restore our system to normal operations as outlined in our company policies and procedures.

Providing an appropriate response includes the involvement of local, state and federal agencies as well as internal support personnel and highly trained contractors and consultants experienced in rail incidents. The roles of specialty contractors, consultants and support personnel are described in Section 1.2. Specific companies and individuals supporting our efforts are identified in Sections 2.5, 2.6, and 2.7, along with listed notifications required for incidents. Forms to document initial response actions, notifications and mobilizations are provided in Section 3.

In addition to the companies and individuals listed below to provide specific roles in emergency response to an incident, there are numerous others established in supporting roles. Within our organization some of these roles are provided by internal resources and some provided by external contractors. These groups include roles in assisting the community through managing claims, community support and care programs, and police support. These companies provide additional support to the incident response in filling environmental management, hazardous materials, and industrial hygiene and exposure monitoring roles. Our representatives will activate these groups, as needed, during the course of a potential incident.

During an incident involving oil, there may be a potential for risk to specific areas, homes, businesses, institutions, or bodies of water based on their proximity to the event or a higher level of sensitivity to exposure to the material. We will work in coordination with the incident commander and the local Office of Emergency Management or other designated sources to identify potential sensitive receptors that may be affected by an incident along the route. These locations will be identified for additional protective measures, increased monitoring and awareness in a potential incident and may be used in decisions regarding shelter or short-term evacuations.

In the event of an incident on Railroad Name, an Incident Command Team will be established, consisting of on-scene operating departments. It may become necessary to implement resources beyond our local team’s abilities. Our on-scene management may determine that the incident’s complexities may require or will, by virtue of the type of incident, move into an operation potentially or actually managed under federal, state, local and company management, within a unified command process. If this determination is reached the procedures outlined in Sections 6 and 7 will be applied. We will rely on the agencies presented in Section 2 in coordination the incident commander to identify potential sensitive receptors that may be affected.

Introductory information on oil will include that the material is widely variable in physical characteristics and chemical composition. A generic description and list of properties would be misleading based on these variables. Accordingly, a product-specific Material Safety Data Sheet, provided by the shipper, will be obtained as soon as possible in the event of an incident.

## Definitions

Individuals and companies identified in the emergency contacts in Section 2.6 have specific roles in response to incidents. We will mobilize some or all of these specialty skill sets and specific equipment in sufficient quantity to appropriately manage an incident, based on the best-available information at the time.

**Hazardous Materials Contractors** − Responsible for immediate response assessment of damaged tank cars and management of tank cars, product recovery, transfers, fire support, and other tasks as assigned. These contractors mobilize specialty equipment, vacuum trucks, pumps, boats, meters and trucks for management of dangerous materials.

**Environmental Contractors** − Responsible for immediate response and containment and recovery of releases with impacted soil and water including segregation and accumulation of waste materials, and overall site remediation. These contractors mobilize equipment, boats, vacuum trucks, and other materials for mitigation of releases.

**Environmental Consultants** – Responsible for providing environmental monitoring of any soil and water impacts and environmentally sensitive receptors. They assist in preparation of assessment and remedial actions, development of environmental work plans, documentation, and proper management of waste materials. These consultants are active in post-incident remediation, if necessary, and regulatory agency communication.

**Derailment, Re-railing and Track Repair Contractors** − These contractors are responsible for the safe movement and staging of damaged track and railcars, re-grading railroad property and replacement or repair of damaged tracks.

**Air Monitoring** **Contractors** − Have capacity, depending of the situation, to deploy toxicologists, industrial hygienists, and air monitoring professionals based on the level of severity of the incident. These teams evaluate and document potential community and worker exposures and evaluate air issues associated with evacuation limits and actions related to workers and sensitive receptors.

**Tank Car Specialists** − Highly trained individuals are on call to support an incident with management of particularly sensitive damaged tank cars from an incident. Specialists conduct tank car damage assessment.

**Aquatic Toxicology and Biology Consultants** – Responsible for aquatic biology and wetlands issues. Coordination and permitting for work in wetlands and management of issues with threatened or endangered species in wetlands and surface water bodies.

**NIMS and ICS Specialists** − Responsible for facilitating work under the National Incident Management System (NIMS) and the Incident Command System (ICS).

**Miscellaneous Suppliers** − Additional resources may be needed for specific larger scale incidents. While other initial contractors should have resources and contacts for these items it is helpful to identify sufficient the resources items that maybe required in advance to include:

* Sources for firefighting foam and foam trailers (often available through a Class I partner)
* Sources of additional frac tanks and roll-off boxes for impacted water and soil storage
* Sources of specialty items like excavating equipment and long-reach track hoes
* Sources for drone flight photography
* Suppliers for food, sanitary and comfort stations, warming tents, shower, trailers, etc.

# Emergency Notifications and Contacts

In the event of an incident involving rail transport of oil and hazardous materials, use the Incident/Accident Notification Worksheet and guidelines provided in Section 3 to make and record notifications to 911 operators, agencies, and Railroad Name support contacts below, as appropriate.

| State and Local Notification Requirements (List Agencies and notification contacts for your operations areas along with release quantities for oil reporting, See Regulatory Reporting Section and your local reporting requirements.) | | |
| --- | --- | --- |
| **Agency** | **Contact Information** | **Requirement** |
| Insert name of all requiring Agencies (State Env., LEPC, County, City, Tribal, etc.) for your operating area. | Insert Contact #s/ names | Insert issues requiring reporting e.g. all releases, specific quantities, conditions, etc.) |
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| Shipper Notification Requirements | | |
| --- | --- | --- |
| **Organization** | **Contact Information** | **Requirement** |
| CHEMTREC | 800-424-9300 (24 hours) | Notification required unless alternate 24-hour response number provided by shipper |
| Add other company-specific notification contact information that does not utilize CHEMTREC |  |  |

| Federal Notification Requirements | | |
| --- | --- | --- |
| **Agency** | **Contact Information** | **Requirement** |
| National Response Center | 800-424-8802 (24 hours) | Release of petroleum products into waterway or hazardous materials exceeding the reportable quantity (RQ) |
| US Fish & Wildlife Service via Department of Interior – (SPECIFIC REGION) | Regional Office Contact Number | Any release of pollutants or contaminants that could impact habitats |
| US Environmental Protection Agency (SPECIFIC REGION) | Regional Office Contact Number | Contact number to provide progress reports after initial NRC notification |

| Notifications for Any Petroleum Release to Surface Water | | |
| --- | --- | --- |
| **Agency** | **Contact Information** | **Requirement** |
| National Response Center | 800-424-8802 (24 hours) | Release of petroleum products |
| US Fish & Wildlife Service via Department of Interior - (SPECIFIC REGION) | Regional office contact number | Any release of pollutants or contaminants that could impact habitats |
| US Army Corps of Engineers,  (List District Office) | Regional office contacts | Releases to surface water and/or requiring disturbing wetlands |
| **List State Agency** | Agency contact information | Any environmental release of pollutants or contaminants |

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| Other Shared Rail Notifications and Contacts (List connecting railroads or groups for notification) | | |
| **Company** | **Contact Information** | **Requirement** |
| **Union Pacific** | 888-877-7267 or 800-892-1283 |  |
| **CSX Transportation** | 800-232-1044 |  |
| **AMTRAK** | 800-331-0008 |  |
| **BNSF** | 800-832-5452 |  |
| **Canadian Nation** | 800-465-9239 |  |
| **Canadian Pacific** | 800-716-9132 |  |
| **Conrail** | 800-272-0911 |  |
| **Kansas City Southern** | 877-527-9464 |  |
| **Norfolk Southern** | 800-453-2530 |  |
| **List Others** |  |  |

| Railroad Name Notifications and Contacts | | | | |
| --- | --- | --- | --- | --- |
| **Name** | **Contact Information** | **Office No.** | **Mobile No.** | **Notice Required** |
| **(List internal railroad contacts critical to your response by title and name)** |  |  |  |  |
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| Emergency Response Contractors and Consultants (List consultants and contractors to support railroad response, and their duties) | | | | | |
| --- | --- | --- | --- | --- | --- |
| **Contractor Name** | **Contact Information** | **OSRO Number** | **HazMat Response** | **Petroleum Remediation** | **Duties** |
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| Other Support Personnel | | | | |
| --- | --- | --- | --- | --- |
| **Name** | **Title** | **Office No.** | **Mobile No.** | **Home No.** |
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# Incident/Accident Notification Worksheet

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| **Date:** | |  | | | | | | | | | | |  | | | | | | | | | | | |  | | **Train Symbol:** | | | | | | | | |  | | | | | | |
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| **Time:** | |  | | | | | | | | | | |  | | | | | | | | | | | |  | | **Location:** | | | | | | |  | | | | | | | | |
|  | | | | | | | | | |  | | | | | | | | | | | | | | |  | |  | | | | | | |  | | | | | | | | |
| **Track/MP or Yard Name:** | | | | | | | | | |  | | | | | | | | | | | | | | |  | | **Weather:** | | | | | | |  | | | | | | | | |
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| **Municipality** | |  | | | | | | | | | | | | | | | | | | | | | | |  | | **County:** | | | | | | |  | | | | | | | | |
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| **Type of Accident:** | | | | |  | | | **Derailment** | | | | | | | | |  | | | **Crossing** | | | | |  | | **Trespasser** | | | | | | |  | **At Grade Crossing** | | | | | | | |
|  | | | | |  | | |  | | | | | | | | |  | | | | | | | | | | | | | | | | | | | | | | | | | |
|  | | | | |  | | | **Street:** | | | | | | | | |  | | | | | | | | | | | | | | | | | | | | | | | | | |
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| **Fatalities** | | | | | | | | | | | | | | | | |  | | | | | | |  | | **Injuries** | | | | | | | | | | | | | | | | |
|  | | | | | | | | | | | | | | | | | | | | | | | |  | |  | | | | | | | | | | | | | | | | |
| **Total Number of fatalities** | | | | | | | | | | | |  | | | | |  | | | | | | |  | | **Total number of injured** | | | | | | | | | | | | | | |  | |
|  | | | | | | | | | | | | | | | | | | | | | | | |  | |  | | | | | | | | | | | | | | | | |
| **Number in vehicles** | | | | | | | | | | |  | | | | | |  | | | | | | |  | | **Number in vehicles** | | | | | | | | | | | | | | |  | |
|  | | | | | | | | | | | | | | | | | | | | | | | |  | |  | | | | | | | | | | | | | | | | |
| **Number pedestrian fatalities** | | | | | | | | | | |  | | | | | |  | | | | | | |  | | **Number pedestrians injured** | | | | | | | | | | | | | | |  | |
|  | | | | | | | | | | | | | | | | | | | | | | | |  | |  | | | | | | | | | | | | | | | | |
| **Number employee fatalities** | | | | | | | | | | | |  | | | | |  | | | | | | |  | | **Number employee injuries** | | | | | | | | | | | | | | |  | |
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| **Property Damage:** | | | | |  | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| **Passenger train involved:** | | | | | | | | | | | | | |  | | | **Yes** | | | | | | |  | | | **No** | | | | | | | | | | | | | |  | |
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| **Engineer:** |  | | | | | | | | | | | | | | | | | | | | |  | | **Conductor:** | | | | | | | |  | | | | | | | | | | |
|  |  | | | | | | | | | | | | | | | | | | | | |  | |  | | | | | | | |  | | | | | | | | | | |
| **Brakeman:** |  | | | | | | | | | | | | | | | | | | | | |  | | **Other:** | | | | | | | |  | | | | | | | | | | |
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| **Consist:** | **Locomotives** | | | | | | | |  | | | | | | | | | | | |  |  | | | | | | | |  | |  | | | | | |  |  | | | |
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|  | **Loads** | | | | | |  | | | | | | | | | | | | | |  | **Empties** | | | | | |  | | | | | | | | | **Tons** | | |  | | |
|  |  | | | | | |  | | | | | | | | | | | | | |  |  | | | | | |  | | | | | | | | |  | | |  | | |
| **Injuries:** |  | | |  | | | **Yes** | | | |  | | | | | **No** | | | | |  | **Main Line Blocked?** | | | | | | | | | | |  | | | | **Yes** | | |  | | **No** |
|  |  | | |  | | |  | | | |  | | | | | | | | | |  |  | | | | | | | | | | |  | | | |  | | |  | |  |
| **HazMat Involved?** | | | |  | | | **Yes** | | | |  | | | | **No** | | | | | |  | **If so, leaking?** | | | | | | | | | | |  | | | | **Yes** | | |  | | **No** |
|  | | | |  | | |  | | | |  | | | |  | | | | | |  |  | | | | | | | | | | |  | | | |  | | |  | |  |
| Local Fire Dept? | | | |  | | | Yes | | | |  | | | | No | | | | | |  | Local Police Dept? | | | | | | | | | | |  | | | | Yes | | |  | | No |
| Ambulance? | | | |  | | | Yes | | | |  | | | | No | | | | | |  | Railroad Police? | | | | | | | | | | |  | | | | Yes | | |  | | No |
| Evacuation? | | | |  | | | Yes | | | |  | | | | No | | | | | |  | Estimated Area | | | | | | | | | | |  | | | | | | | | | |
|  | | | |  | | |  | | | |  | | | |  | | | | | |  |  | | | | | | | | | | |  | | | |  | | |  | |  |
| **Record the following additional items with reporting to NRC and EPA/ State, etc.**  Source and cause of the release or spill (to extent known) \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_  Types of material(s) released or spilled \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_  Quantity of materials released or spilled, if known (update after assessment) \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_  Medium (e.g. land, water) affected by release or spill (add name of water body if known) \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_  Danger or threat posed by the release or spill and any other information that may help emergency personnel respond to the incident \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_  Precautions taken \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_  **Notifications (Internal)** (List key internal names, 24 hr. phone and when contacted) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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Person & Title Phone Time

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Person & Title Phone Time

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Person & Title Phone Time

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| Person & Title Phone Time | | | | | | | | | |
| **HAZMAT Emergency Response Contact**  **(designated on the train consist or waybill)** | | | | | |  | |  |  |
| CHEMTREC 1-800-424-9300 | |  | |  |  | |  | |  |
|  | | Person | |  | Case/Ref # | |  | | Time |
|  | |  | |  |  | |  | |  |
| Other |  |  | |  |  | |  | |  |
|  | Group/Phone Number | Person | |  | Case/Ref # | |  | | Time |
|  | |  | |  |  | |  | |  |
| National Response Center | |  | |  |  | |  | |  |
| 1-800-424-8802 | | Person | |  | Case/Ref # | |  | | Time |
|  | | | | | | | | | |
| National Transportation Safety Board | |  | |  |  | |  | |  |
| 202-314-6290 | | Person | |  | Case/Ref # | |  | | Time |
|  | | | | | | | | | |
| **State / Federal Agencies** | | | | | | | | | |
|  | |  |  |  | | |  | |  |
| (Insert state agency and phone) | |  | |  |  | |  | |  |
|  | | Person | |  | Case/Ref # | |  | | Time |
| **U.S. Fish and Wildlife Service** (notify in the event a release could affect wildlife habitat or wetlands) | | | | | | | | | |
| (Insert Regional Phone) | |  | |  |  | |  | |  |
|  | | Person | |  | Case/Ref # | |  | | Time |
|  | | | | | | | | | |
| **USACE** (Regional office notice for wetland permit) | |  | |  |  | |  | |  |
| (Insert District Phone) | | Person | |  | Case/Ref # | |  | | Time |
| **Notes:** | |  | |  |  | |  | |  |
| **Local Office of Emergency Management (OEM), Local Emergency Planning Committee (LEPC) or Emergency Management Agency (EMA)** | | | | | | |  | |  |
|  | |  | |  |  | |  | |  |
| List OEM, LEPC or EMA Contacts | |  | |  |  | |  | |  |
|  | | Person & Title | |  | Case/Ref # | |  | | Time |
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|  | | Person & Title | |  | Case/Ref # | |  | | Time |
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|  | | Person & Title | |  | Case/Ref # | |  | | Time |
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|  | | Person & Title | |  | Case/Ref # | |  | | Time |
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|  | |  | |  |  | |  | |  |
|  | | Person & Title | |  | Case/Ref # | |  | | Time |
|  | |  | |  |  | |  | |  |

**Notifications (External)**

**Personal Injury/Property Damage/ Claims** (List key contacts and note when contacted)

\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ \_\_\_\_\_\_\_\_\_

Person & Title Phone Time

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Person & Title Phone Time

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Person & Title Phone Time

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Person & Title Phone Time

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| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| **Other Rail Notifications and Contacts/Contractors** | | | | | | | | | | | | | |
|  | | |  | |  | |  | | | |  |  | |
| **\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_** | | |  | | | |  |  | | |  |  | |
| Organization/ Phone | | | Person | | | |  | Case/Ref # | | |  | Time | |
|  | | |  | | | |  |  | | |  |  | |
| \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ | | |  | | | |  |  | | |  |  | |
| Organization/Phone | | | Person | | | |  | Case/Ref # | | |  | Time | |
|  | | |  | | | |  |  | | |  |  | |
| **\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_** | | |  |  |
| Organization/Phone | | | Person | | | |  | Case/Ref # | | |  | Time | |
| **Notes:** | | |  | | | |  |  | | |  |  | |
| **Private Rerailing, Response and Transfer Contractors** | | | | | | | | | | | | |
| **Rerailing Contractors (List here) (Examples)** | | | |  | |  | | |  | | | |
|  |  |  | |  | |  | | |  | | | |
|  | **TERRA** | 1-800-298-3772 | |  | |  | | |  |  | | |
|  |  |  | |  | | Time | | |  | ETA | | |
|  |  |  | |  | |  | | |  |  | | |
|  | **HULCHER** | 1-800-637-5471 | |  | |  | | |  |  | | |
|  |  |  | |  | | Time | | |  | ETA | | |
|  |  |  | |  | |  | | |  |  | | |
|  | **R.J. CORMAN** | 1-800-772-9091 | |  | |  | | |  |  | | |
|  | **(Other)\_\_\_\_\_\_\_\_\_\_\_\_\_** | \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ | |  | | Time | | |  | ETA | | |
|  |  |  | |  | | Time | | |  | ETA | | |
|  |  |  | |  | |  | | |  |  | | |
| **Specialty Response Contractors and Consultants** (List contacts and 24-hour phone) | | | | | | | | | | | | |
|  | | | |  | |  | | |  |  | | |
|  | | | |  | |  | | |  |  | | |
| Name/Title/Company/Role | | | |  | | Time | | |  | ETA | | |
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| Name/Title/Company/Role | | | |  | | Time | | |  | ETA | | |
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| Name/Title/Company/Role | | | |  | | Time | | |  | ETA | | |
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|  | | | |  | |  | | |  |  | | |
| Name/Title/Company/Role | | | |  | | Time | | |  | ETA | | |

**Notes:**

**Local and Railroad Name Notification Procedures**

**Railroad Name**

Notifies appropriate personnel, emergency response agencies, and state and federal authorities

**Train Incident**

**Emergency Response Agency**

1. Manages incident
2. Coordinates with media
3. Provides fire, EMS and law enforcement support

**Train Crew**

Remains at the scene until emergency response agency arrives. Provides train consist and locations of hazardous materials

**Train Crew**

Safely assesses scene and notifies train dispatcher

**Railroad Name Emergency Management Team**

1. Makes internal notifications
2. Manages the incident for Railroad Name, activates response resources, as needed
3. Coordinates on-scene response

# Mapping & Critical Receptors

## System Map

(Insert map(s) of your lines, show waterways, and address any critical receptors)

## Critical Receptors

Railroad Name will work in coordination with the incident commander and the local Office of Emergency Management or other designated sources (Section 2) that will identify and provide information on potential sensitive receptors that may be affected by an incident along the route.

# Oil Containment and Protective Boom Procedures

The equipment and number of personnel needed to support a response to a petroleum oil incident is dependent on numerous factors, including the number of tank cars involved, the amount and type of oil spilled, and the area threatened and/or affected. Understanding of the area in which Railroad Name operates is one critical factor.

Railroad Name has, under contract or other agreements, various types of highly skilled spill response contractors including, but not limited to Coast Guard Classified Oil Spill Removal Organizations (OSROs). These approved contractors and OSROs meet various timing and deployment requirements as outlined within the Coast Guard OSRO Program for deployment and have all equipment necessary for the various levels of OSRO classifications. This organization also has under contract or other approved means additional spill response resources, environmental consultants and subject matter or technical experts with resources available.

## Oil Spill Response Priorities

* **Safety:** Safety is always number one. Protect human health and welfare. This includes, but is not limited to, employee, responder and public safety.
* **Containment:** Contain the release.
* **Protection:** Protect environmentally sensitive areas, habitats, wetlands, wildlife area and waterways.
* **Clean Up:** Clean up all impacted areas safely, efficiently and effectively using whatever approved methods are available.
* **Remediate the Effects of the Release:** Conduct environmental remediation as approved by federal, state and local experts and regulators.

### Containment

Oil containment booms are temporary floating barriers composed of plastic, fabric and other buoyant materials. These booms may be held in place with drift anchors, line and various other methods along their length to ensure that they do not accidently float away, break, or sink. Booms are typically deployed as close as possible to the site of a release affecting or potentially affecting surface water. In locations with tidal influence booms can be deployed upstream and downstream of the release location. We additionally plan for supplemental containment booming downstream of a release point to include deployment near the confluence of the flow with larger downstream water bodies. In areas covered by this plan this is typically at the individual stream’s confluence with the larger body of water. Booms may be placed one half to one mile upstream of the confluence for precautionary measures as dictated by parameters specific to the waterbody, including geometry, flow, and traffic. Booms may need to be moved regularly depending upon flow or tidal influence of the waterbody. Locations of water intakes provided by regulatory authorities, responders or local emergency management groups will be protected to the extent possible.

#### Type of Booms

|  |  |
| --- | --- |
| **Booms:** | Absorbent and hard containment booms |
| **Boom Components:** | Connectors (universal and cables), shackles, anchors, connector pins, line/rope |
| **Types of Booms:** | Fence (No chain for ballast tension, rigid, sheltered area use only) |
|  | Curtain (Flexible, ballast skirt, good response in waves) |
|  | Inflatable (Chained tension, heavy duty fabric, good for cascading) |

#### Containment Booms

The typical types of containment booms (curtain booms) used in marshes, creeks, and river environments will be dependent on the depth of water, tidal fluctuation and currents. Standard containment booms for the identified rivers and surrounding tributaries, marshes and creeks fall into the following categories.

|  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| **Overall**  **Height** | **Float**  **Freeboard** | **Skirt**  **Draft** | **Top**  **Cable** | **Ballast**  **Chain** | **Weight**  **Per 100 FT** | **Volume**  **Per 100 FT cu ft** | **Buoyancy**  **Ratio** | **Tensile**  **Strength**  **lbs.** | **Sea**  **Code** |
| 6 | 2 | 4 | - | 3/16 | 59 | 7 | 2.2 | 3200 | C |
| 10 | 2 | 4 | - | 1/4 | 110 | 30 | 4.3 | 5000 | C |
| 18 | 6 | 12 | - | 1/4 | 144 | 35 | 7.3 | 5000 | CP |
| 18 | 6 | 12 | 5/16 | 1/4 | 165 | 35 | 6.2 | 15000 | CP |
| 18 | 6 | 12 | 5/16 | 5/16 | 198 | 35 | 5.3 | 17500 | CP |

#### Containment Boom Selection Factors

|  |  |
| --- | --- |
| **Type of waterbody:** | Marsh, creeks, rivers, offshore, harbors, inlets, bays, channels, natural collection areas, tidal influences, fresh, salt or combination |
| **Environment:** | Weather, tides, currents, sea state |
| **Structures:** | Pilings, bridges, sea walls, docks, piers |
| **Accessibility:** | Type of shoreline, depth of water, marshes, sensitive areas, trees, road access, launch access, rocks, high banks, wildlife habitats |
| **Safety:** | Weather conditions, heat and cold factors, personnel, training, qualifications |

### Containment Boom Configurations

* **Protection:** This configuration is basic and is installed a short distance away from or off the area being protected. Normally this is a simple barrier configuration to protect a specific area.
* **Deflection:** This configuration is used to “deflect” the oil away from a sensitive area or toward a collection point by using and taking advantage of the current and winds.
* **Diversion:** This configuration is used to direct the oil from the waterway toward a collection point and can be fixed on both ends, one end, or mobile. Sorbent booms may be deployed along the diversion boom to aid in recovery and sheen containment.
* **Cascade:** This configuration utilizes multiple sections of booms in staggered positions allowing the current to move the oil across the face of the angled boom, to the next angled boom to the next into a preselected point or position for recovery.
* **Closed Chevron:** This configuration is setup in the shape of a chevron angle with the point of the boom anchored into the current and allowing the current to move the oil along both sides of the angled boom (angled downstream) to positions on both shorelines or banks for recovery. This configuration requires major adjustments as tides change in tidal river or marsh systems.
* **Staggered Chevron:** This configuration accomplishes the same results and actions of a closed chevron, yet allows vessel traffic to move within a boom opening.

Drawings depicting typical use of boom may be found in Section 5.5. Booms deployed in tidally influenced areas should be adjusted based on the anticipated tidal flow changes in the specific waterbody. Tide charts for the area are readily available on line for consultation of times and fluctuations.

## Resource Strategies

Railroad Name’s response resources and emergency contacts are detailed in Section 2.0, separated into six primary categories:

* 1. **Protective Boom:** Protective boom, normally absorbent boom or small diameter boom with short skirts, is measured in feet.
  2. **Containment Boom:** Containment boom is normally a hard boom with skirts and is measured in feet. It is used to deflect the floating oil away from an area or toward an area using current and winds or to divert floating oil to a location for collection. Absorbent booms may be deployed along the line of a containment boom to aid in recovery.
  3. **Temporary Storage Capacity (TSC):** Railroad Name and its contractors can deploy numerous product containers (such as frac tanks) to be used as temporary storage. Typically, these portable product containers can be deployed and staged in a derailment equipment staging area and normally can store up to 20,000 gallons of liquid per unit on site.
  4. **Spill Response Equipment:** Railroad Name, through its contracted resources, has the ability to mobilize various types of equipment to assist, such as boats, heavy earth moving equipment, vacuum trucks, skimmers, absorbent materials, etc.
  5. **Re-railing Equipment & Resources:** Railroad Name has the ability to mobilize various types of specialty re-railing equipment including, but not limited to side winders, cranes and other heavy equipment.
  6. **Technical Specialty Resources:** Based on the specific issues identified in an incident, responses will include specialized contractors and consultants to manage issues relating to environmental concerns, unique repair of damaged vessels or infrastructure, and human health and safety.

Based on the location of the spill, the amount of material released, weather conditions, tides, etc. at the time of the spill and at the current time in the response, the specific characteristics of the petroleum oil listed within the train documents and other factors help determine what areas will be impacted and the time they may be impacted.

### Initial Assessment:

* Determine or confirm location and time of the spill; product and amount spilled; and area of know impact;
* Determine immediate safety hazards;
* Obtain best estimate of oil movement for next 12 hours based on flow information, current weather, and tides; and
* Identify area that will be impacted.

### Containment Boom Strategy:

* Prioritize protective booming with protecting openings to wetlands and wetlands as the number one protective booming priority.
* Determine the amount of debris that is present that will directly impact the containment or protective booms considered being deployed.
* Identify potential access points for recovery operations including boat launch and points near the waterbody appropriate for recovery operations from booming.
* Establish containment systems so that oil is deflected to any river bank or accessible position for accumulation and recovery, while preventing oil from going up tributaries or into wetlands.
* Determine the speed of tides/currents and angle containment booms to prevent entrainment, deflect oils to logical collection points, and if necessary, place containment booms in a cascading series to control the movement of oil and protect environmentally sensitive areas.
* Determine the depths of affected or potentially affected waters and dispatch the appropriate size booms for area waterways.

### Deploying Deflector Booms

Deploying deflection booms is a critical process for not only the protection of environmentally sensitive areas, but also a proven method of directing surface oil to a manageable and protected recovery point.

1. Use aerial imagery and field observation to determine the direction you wish to deflect the oils.
2. Determine the depth of water and select the appropriate size skirted curtain boom.
3. Determine the current speed. The faster the current the steeper the angle of the boom. (see boom angle chart below)
4. Determine the number of boom sections needed to achieve the deflection to a selected point. Do not over extend the boom. Use multiple sections of booms to achieve a cascading effect if necessary (reference booming configuration drawings).
5. Deflection boom should be positioned so that there is little or no arch in the boom length. This is accomplished by anchoring sections of the boom to maintain its strength and effectiveness.

### Deploying Protection Booms

Protection booms can be either an absorbent boom or curtain (hard) boom depending on the area and primary purpose of the boom. If the selection of boom is absorbent booms it is critical that there be little or no wave heights directly impacting the absorbent boom and that a procedure for removing oil-soaked boom be considered at the time of deployment.

1. Determine the areas to be protected.
2. Select the appropriate size booms. Note that boom size and skirt size is critical and that the boom selected must be capable of withstanding the current, tide and sea conditions anticipated.
3. Select the appropriate size line and ropes to tow and fasten the selected booms.
4. Select the appropriate size anchors to be used along with the correct length of line or chain to be used in the anchoring process.
5. Select the appropriate size small boat or vessel to deploy the boom. This includes the appropriate size engine to meet the towing capacities of the boom cable strength.
6. Select the shoreline securing methods and points. Make sure the attachment points are capable of holding the length, weight and tensile strength of the boom. If anchoring points are necessary, make sure the anchors are capable of holding in the ground or surface and can hold in multiple directions of pull (changing tides and currents).
7. Deploy containment booms at angles to achieve containment. Note: currents or water movement at 1.4 knots or greater require angling containment booms to eliminate entrainment or spilled oil from approaching the boom and then dropping underwater and under the boom, then resurfacing downstream (see boom angle chart below).

***Note:*** *A containment boom is not effective and is not safe to deploy when waters are at or near flood stage, or in high-speed currents.*



## Critical Containment & Clean Up Factors

Railroad Name and its spill response contractors must take various critical factors into consideration upon notification of an incident requiring containment and clean up actions. These factors are:

* **Location:** Determine the exact location including latitude and longitude, GPS, streets and intersections, local area names, towns, cities, county, state and the directions to the location.
* **Human Safety:** Determine human and life safety concerns based on the product, condition of cars, location, weather, conditions on scene, fire, spill, release, exposure, etc.
* **Position and Condition of Tank Car:** Determine the position of the affect car(s), on track, derailed, upright, on its side, on land, in water, on or near a bridge, stability, damage, etc.
* **Accessibility to the incident location and recovery areas:** Good access on stable and supporting roads, poor access, paved / gravel / dirt roads, no roads, requires creating paths to the incident location or recovery points, overhead obstructions or restrictions, road or path weight limits, bridges, access not possible by vehicle, access by rail, access by boat or vessel, etc.
* **Paths to drainage and watercourses:** Ditches, creeks, sewage, drainage, marshes, environmentally sensitive area, wetlands, rivers, inlets, outlets, harbors, direction of flow, tidal influenced, fresh water, salt water, combination of waters, etc.
* **Distance to Waterways:** Is the tank car in the water, immediately next to water, feet or yards, or miles.
* **Type of Waterways:** Ditches, drainage, creek, stream, wetland, marsh, outlet, inlet, river, pond, lake, including depth of water, tidal influence, general current speed, tidal fluctuations, etc.
* **Population:** Residential, industrial, wildlife, schools, major assembly areas (stadiums), wooded, remote, heavily populated, etc.
* **Type of Wildlife:** Fish, birds, protected species, deer, bear, etc. (see Attachment 1)

## Containment & Recovery Support

All of the above-mentioned concerns are important factors to be considered in the notification, alert, response, recovery, remediation, protection and containment strategies that need to be employed. Each of these factors, in addition to the type and amount of product spilled or having the potential to spill may be critical.

Additionally, the area contingency plan, local emergency planning committees, federal on scene coordinators, federal, state and local agencies and area experts can be contacted to assist in the implementation of various strategies. These include:

U.S. Coast Guard

U.S. Environmental Protection Agency

State Environmental Departments

State Emergency Management

County Emergency Management

Local Emergency Planning Committees

Contracted Oil Spill Removal Organizations

Contracted Spill Response Contractors

Environmental Consultants

Environmental Engineers

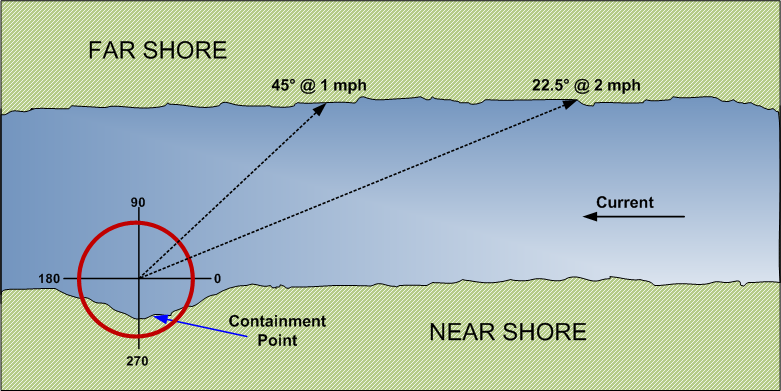
Safety Consultants

Railroad Name transportation, mechanical, engineering, and other company departments

## Figures

The following pages provide images of proper booming placement corresponding to the different types of booms as described in this section.

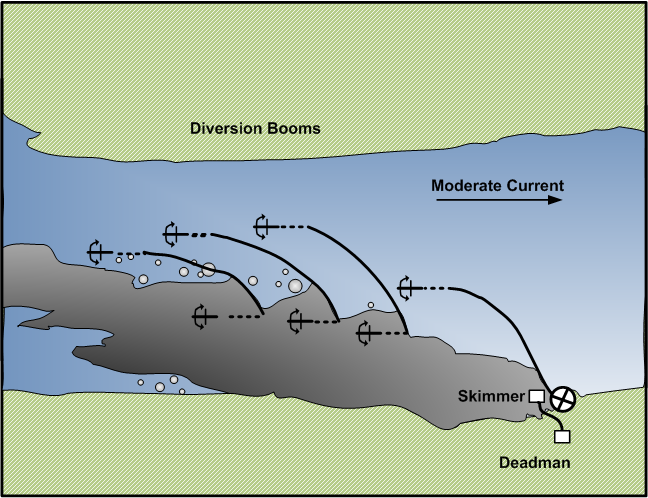
**Boom Deployment Angle Varying by Flow**



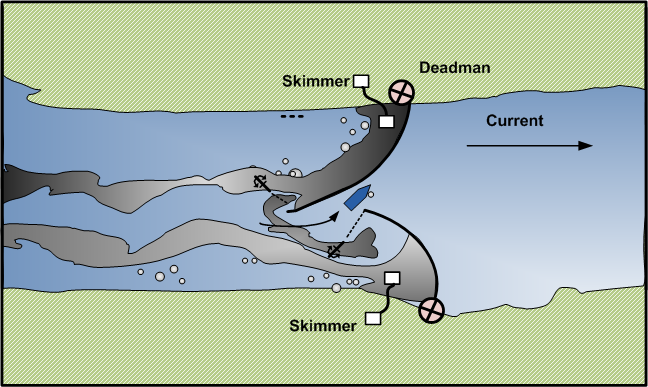
**Diversion Boom Deployment**



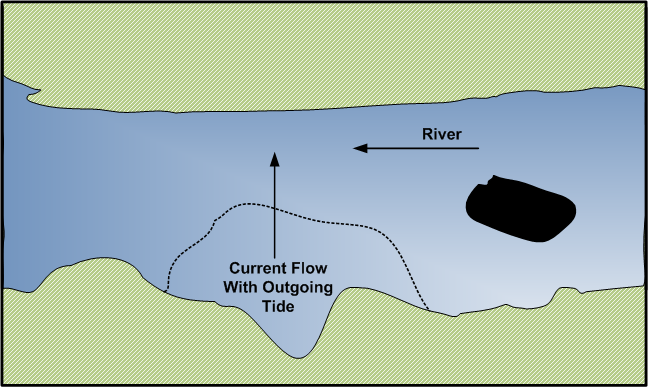
**Cascade Boom Deployment**



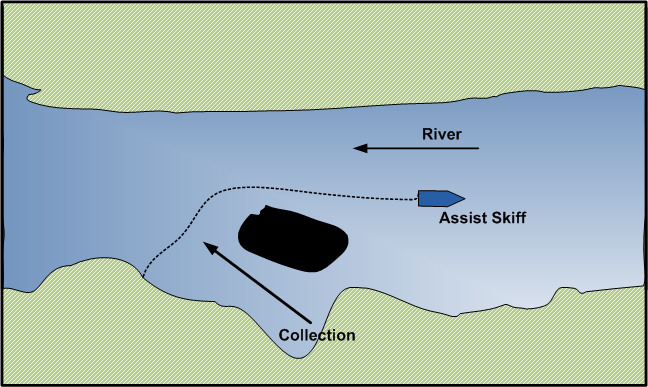
**Staggered Chevron Boom Deployment (Typical)**

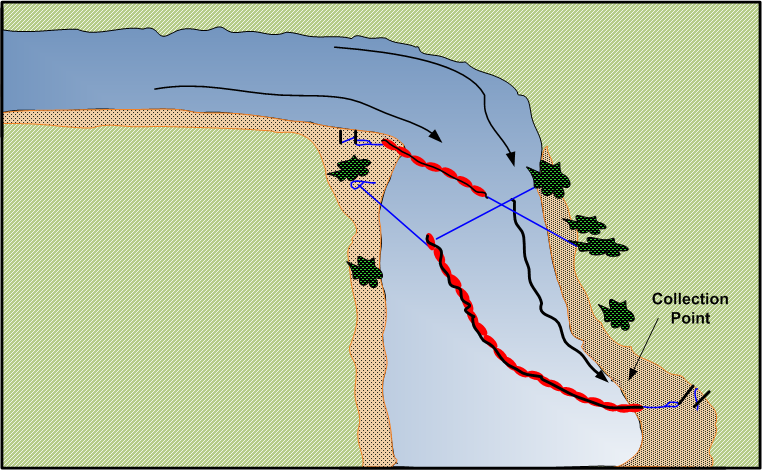
****

**Exclusion Boom Deployment**

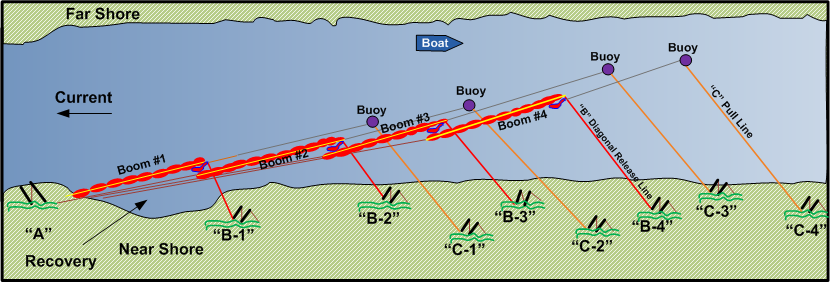
****

**Diversion Boom to Shore Using a Boat**

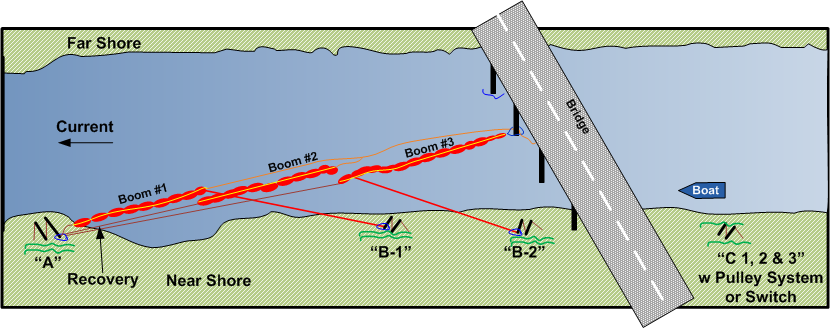
**Deflection and Diversion Boom Deployment**



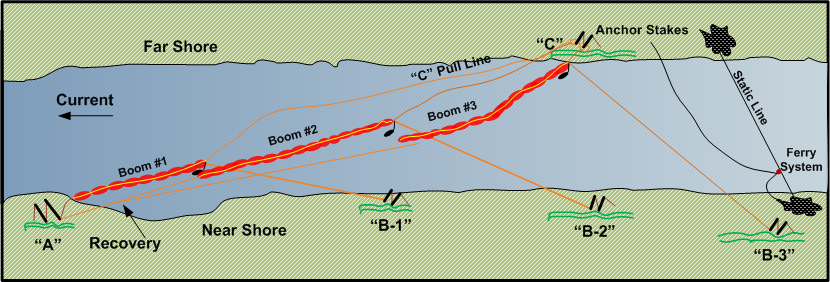
**Buoy to Bank Rope Anchor Diversion Boom Deployment (High Flow)**

****

**Bridge to Bank Rope Anchor Diversion Boom Deployment (High Flow)**



**Bank to Bank Rope Anchor Diversion Boom Deployment (High Flow)**



# Incident Management

## On-Scene Command

Railroad Name recognizes the authority of local emergency response officials to take command of any incident that poses a threat to the health and safety of the general public or the environment. Our supervisory group understands that it is their role at an emergency to work with local officials to bring an incident to a safe conclusion.

Designated railroad personnel and contractors working on the scene of a hazardous materials incident are covered by the U.S. Occupational Safety and Health Administration (OSHA) 29 CFR 1910.120 “Hazardous Waste Operations and Emergency Response” (HAZWOPER) regulations. As instructed in these regulations, we have adopted the National Incident Management System (NIMS) and the Incident Command System (ICS) processes to achieve true unified command incident management of incidents involving oil and hazardous materials, security and incidents and occurrences responded to and from any public emergency response organization (i.e. law enforcement, fire, emergency medical services (EMS) or emergency management), in accordance with the National Response Framework (NRF), The National Contingency Plan (NCP) and Titles 29, 33, 40, 46 and 49 of the Code of Federal Regulations (CFR).

Further, they will work with local officials in a unified ICS as recognized by the U.S. Environmental Protection Agency (EPA) and U.S. Coast Guard (USCG) and cited in the National Oil and Hazardous Substances Pollution Contingency Plan, 40 CFR Part 300. Only fully trained and qualified individuals will be permitted to conduct hands-on technical response activities. Specialized contractors working at the scene will be covered by these regulations and are considered “specialized” employees.

The senior or designated Railroad Name representative will be in charge of all company employees, contractors or other company resources. The Railroad Name official will coordinate with the local emergency response official in charge. Railroad Name will make resources and information available to the local emergency response official to aid in the safe and efficient mitigation of the incident.

It is understood that no company official may commit any resources to any task which would violate local, state or federal laws or statutes, or which would pose an unreasonable risk or safety hazard to any personnel working for Railroad Name.

Current operating and safety rules will be strictly adhered to by all company employees during re-railing or emergency response operations. The senior or designated Railroad Name official on scene is fully responsible for the enforcement of the rules and the conduct of all employees, including both company and contractor personnel.

## Guidelines for Determining Incident Levels

Railroad Name has developed an incident level response system based upon the designation of hazardous materials incidents as **Level I**, **Level II**, or **Level III** incidents. Incident response levels are determined based on a variety of hazard assessment criteria, which include:

* Nature of commodity or hazard class;
* Leak severity (amount released);
* location of release (valve versus tank failure)
* accessibility of response equipment to leaking car
* ease of containment (whether or not release can be readily stopped)
* Potential threat to life or safety (including public drinking water supply);
* Fire and/or explosion potential;
* Potential environmental impact to water (including pipes, drains and ditches), land and air;
* Container integrity (whether or not transloading is required);
* Tank car derailment status (upright versus on side); and,
* Oil discharge (locomotive spills).

**A guide for determining incident levels is shown at the end of this section.**

## Level I Incidents

Level I incidents are minor or low risk events that can be readily contained and controlled with available local resources and have no significant environmental impact. Examples include:

* Small release of mildly hazardous materials from a large package (splash out or vapor release from manway or valve on top of tank car, or drip from a valve on the bottom of the tank car);
* Release of mildly hazardous material from a small package (up to a 55-gallon drum), or a small cylinder in a controlled area; and,
* No visible release, vapor or liquids release, but strong odor emitting from a placarded car.

Some generalized example response actions for Level I incidents are as follows:

* If hazardous materials are involved in an incident, but no leakage or threat of leakage is present, actions should be directed to isolate the hazardous materials containers and keep them out of the way until proper arrangements can be made to handle them. Contact shipper emergency response phone number on shipping document for assistance.
* If leakage is of a low risk hazardous material from a small package in a container, or if vapor release or splash out from loose bolts, faulty gaskets, ruptured frangible disk, etc., isolate the car to avoid contact with the material and contact the operations support center and the risk management department personnel. Suitable arrangements will be made to have the package repaired. Place containers and/or absorbent materials under car/container drippage areas to capture spilled material – *only if it can be done safely* *and without risk of exposure*.

## Level II Incidents

Level II incidents are moderate incidents, which can only be controlled with special resources such as an approved emergency response contractor. These include incidents involving releases from multi-point sources or tank failures; releases which cannot be readily stopped; and incidents where transloading may be required. Examples of a Level II incident include:

* Failure of tank car containing sodium hydroxide (caustic soda) or sulfuric acid;
* Locomotive fuel tank rupture involving spill of a large volume (1,000 – 5,000 gallons) of diesel fuel. Small release of mildly hazardous materials from a large package (splash out or vapor release from manway or valve on top of tank car, or drip from a valve on the bottom of tank car);
* Large release or fire from trailer-load of drums of paint or other flammable liquid;
* Minor release from a tank car containing a toxic inhalation hazard material (i.e. chlorine).

Some generalized example response actions for Level II incidents are:

* Locomotive fuel tank or cargo tank ruptures with releases of large quantities of diesel fuel or similar materials need to be contained as soon as possible to prevent the spread of the material. Absorbent pads and booms can be used on land and water and earthen dikes can be built on land to contain the oil. Health hazards are moderate so long as exposure to the fumes and direct physical contact is kept to low levels. Timely actions to control and contain the spill will minimize environmental damage to plants and animals. Contractors normally will be called to clean up the spilled material and dispose of contaminated wastes.
* Spills of water-based corrosive materials such as sodium hydroxide or caustic soda solutions, and sulfuric acid can cause environmental damage if not contained and can be destructive to people if there is direct physical contact. Vapors or fumes are not usually a major problem unless the materials are hot or unless a person is standing in puddles of the liquids. Containment and neutralization are usual procedures for control. Emergency response contractors would be called to handle large spills.
* The local fire departments and emergency response contractors normally handle releases of flammable liquids and fires involving flammable liquids. The area is isolated to prevent or minimize health, property and environmental damage, and emergency response personnel are called.
* Minor leaks from tank cars containing inhalation hazards, such as chlorine, are handled by isolating the areas, evacuating people as necessary and calling emergency response contractors to handle the incident. Special protection is required for people who attempt to repair the leak. Load transfer might be required.

## Level III Incidents

Level III Incidents are major incidents, which cannot be readily stopped. Incident cannot be controlled by local forces and requires special resources to limit potential safety and environmental impacts. Potential threats to the environment or to long-term health public health include examples such as:

* Puncture of tank car loaded with an inhalation hazard material (e.g. chlorine);
* Puncture and/or involvement of a flammable gas (e.g., vinyl chloride, butadiene or a liquefied petroleum gas) tank car in a large fire;
* Car load of pesticides in a navigable waterway (possibly upside down);
* Leaking tank car of a poison that can get into a water source/supply; and,
* Ruptured container of highly flammable liquid that can get into a city sewer or underground storm drain system.

Some generalized example response actions for Level III incidents are as follows:

* Punctures of tank cars loaded with inhalation hazard materials, or tank cars loaded with compressed flammable gases, are often handled by evacuation to a safe distance and waiting until the material has diluted in air sufficiently to approach safely. Only highly trained personnel with proper safety equipment and backup can address these incidents.
* Cars loaded with pesticides or poisons that get into a waterway or can get into a drinking water supply via yard drains need direct and quick action. If the materials are relatively non-volatile liquids such as water-based or oil-based products, the potential for exposure to vapors or fumes might not be significant, whereas direct physical contact could be. In these latter cases, take actions to contain the materials on land and prevent the spread into the water source. As with oil spills, building containment dikes or dams and using absorbent materials would be appropriate. If possible, the cars should be removed from waterways and load transfers made when car repairs are not possible. Emergency response contractors must be utilized.
* As with releases which might contaminate waterways or water supplies, spills of flammable liquids and similar materials that might get into city sewers or underground drains need to be contained and controlled to minimize fire and explosion hazards. Isolating containers, constructing dikes and dams and other actions to prevent the spread of the material are highly desired. Emergency contractors with trained personnel and proper equipment must be used.

## Initial Notification Procedures

Railroad Name incident notification procedures differ slightly depending on where the incident is discovered and reported (yard vs. mainline).

In the yard, company personnel report all incidents to the (Fill in yardmaster or trainmaster, etc.), who then contacts the local Fire and Police departments using 911 when/where available.

On mainline reporting of incidents, Railroad Name personnel report all incidents to \_Fill in internal contact point\_\_\_\_\_. Reporting of the incident to local Fire and Police departments would be accomplished by Fill in responsible person or group, to 911, when/where available.

Local Fire and Police departments ***must be notified*** if ***any*** ***one*** of the following criteria is met:

* Fire, smoke, violent ruptures, and/or explosions;
* Leaking tank cars placarded poison gas or flammable gas;
* Leaking tank cars with moderate or major leaks (Level II or III Incidents);
* Leaks (hazardous or non-hazardous) which enter yard drains, drainage ditches, culverts, sewers or water courses or threaten to do so;
* A situation exists of such a nature (i.e., a continuing danger to life and health exists at the scene of the incident) that, in the judgment of the carrier, should be reported even though it does not meet above criteria;
* Spills, discharges or releases that go or threaten to go beyond company property or create an emergency situation or result in an evacuation; or,
* Any other situation as deemed appropriate by the individual making the notification calls.

## Responsibilities

Actions of Railroad Name personnel will be determined by the nature and circumstances of the hazardous material and/or environmental incident.

After being notified of a hazardous material or environmental incident, shall contact the following;

* For chemical release or main line incidents Fill in internal group/person responsible for emergency notifications contacts
* National Response Center
* The shipper of the affected railcar(s) by utilizing the 24-hour emergency response phone number designated on the shipping documents;
* State and/or Federal agencies, as dictated by regulatory requirements, and/or directed by the Railroad Name leadership; and/or,
* Other appropriate company personnel as deemed necessary.

After initial notifications are completed, the Railroad Name ranking individual on site will continue to coordinate the response by providing a central point of contact, until command can be established at the affected site.

## Emergency Response Contractors

In the case of most major derailments or spills, local responders do not have the equipment or expertise to handle large spill cleanup or railroad re-railing operations. Railroad Name recognizes its role in providing this specialized expertise and equipment to mitigate an incident, and maintains standing contracts and agreements with various suppliers of these services.

While on scene, these contractors act as agents of Railroad Name, and work directly under Railroad Name’s control. Examples of services these contractors provide are as follows:

* Railroad re-railing and wreck response contractors provide heavy equipment such as cranes, off track lifting equipment, heavy earth moving equipment, and the operators and ground crews to lift and re-rail damaged rail cars and locomotives;
* Emergency response (hazardous material/environmental) contractors provide vacuum equipment, pumping equipment, etc. and cargo tanks for the recovery of spilled product(s);
* Personnel are trained and equipped with all levels of personal protective equipment (PPE) for operations in close proximity to spilled products, and leak and spill control equipment to contain product from leaking containers;
* Containers and heavy equipment are available for recovery of solid materials;
* Environmental recovery contractors provide technical expertise in the on-site remediation or removal of contaminated soil or debris from the incident site;
* Industrial hygiene and public health contractors provide technical expertise and equipment to perform on/off-site air and water sampling; and/or,
* Contractors are used to develop exclusion zones and work zones, and to document public health exposure safety.

## Guidelines for Determining Incident Level and Response

|  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- |
| **Incident Conditions** | | **Level I** | | **Level II** | | **Level III** |
| **Commodity or Hazard Class** | | Low hazard  RQ = 5,000 or 1,000 lbs.  Class 2.2, 3, 8, 9, C.L. | | Medium hazard  RQ = 100 lbs.  Class 3, 4, 5 | | High hazard  RQ = 10 or 1 lb(s).  Class 1, 2.1, 2.3, 6, 7, ESC, PIH, HW, MP |
| **Leak Severity, Amount Released** | | Minor: Can be contained or controlled with readily available resources | | Medium: Can be controlled only with special resources | | Major: May not be controllable even with special resources |
| **Life/Safety Impact** | | No life-threatening situation from material involved, no evacuation | | Localized area, minimum evacuation | | Large areas, mass evacuation |
| **Fire/Explosion Potential** | | Low | | Medium | | High |
| **Environmental Impact (Air, Land, Water)** | | Minimal, no long-term damage | | Moderate, long-term damage possible | | Major, long-term damage likely |
| **Potential Property Damage** | | Low  < $10,000 | | Medium  $10,000 - $50,000 | | High  > $50,000 |
| **Container Integrity** | | Not damaged | | Damaged but will contain contents to allow handling or transfer of product | | Damaged to such an extent that catastrophic failure is possible |
| **Tank Car Derailment Status** | | Car on rail, wheel(s) derailed with car upright | | Loaded hazmat tank care not upright | | Multiple losses, hazmat cars not upright |
| **Oil Discharge (Locomotive Spills)** | | Fuel spill of less than 1,000 gallons into environment | | Fuel spill of 1,000 – 5,000 gallons into environment | | Fuel spill of more than 5,000 gallons into environment |
| **Notes:** | **CL =** Combustible liquid  **MP =** Marine Pollutant | | **ESC =** Environmentally sensitive chemical  **PIH =** Poison Inhalation Hazard | | **HW =** Hazardous waste  **RQ =** Reportable quantity | |

# One-time Movement Approval Procedures

**Hazardous Materials Guidance**

Federal Railroad Administration, Office of Railroad Safety, Hazardous Materials Division

1200 New Jersey Avenue SE, Washington, DC 20590

|  |  |
| --- | --- |
| Issue Date: October 7, 2014 | HM Guidance Number: HMG-127 |
| Revision: 4 | 49 CFR Section(s) Affected: 174.50 |
| Page: 1 | Key Words: one-time movement approval (OTMA), leaking, defect, nonconformance, bulk package, bulk packaging, valve, fitting |

ONE-TIME MOVEMENT APPROVAL PROCEDURES

**Introduction**

Since 1996, the Federal Railroad Administration (FRA) has had the authority to issue one-time movement approvals (OTMA) for bulk packages/packaging that no longer conform to the Hazardous Materials Regulations (HMR; Title 49 Code of Federal Regulations (CFR) Parts 171-

180). In 2000, that authority was expanded to cover all bulk packages of hazardous materials (e.g., covered hopper cars, gondola cars, and portable tanks). These changes to the regulations greatly improved the process of gaining approval to move a hazardous material rail shipment that no longer conformed to the HMR. The requests for movement approvals vary from jacket damage that result in a non-weather-tight condition to those with through-shell cracks that result in the release of a hazardous material. As a practical matter, the safety risks associated with the movement of a bulk package/packaging with a small dent in its jacket are significantly different than those associated with a leaking bulk package/packaging loaded with a hazardous material, and those situations must be dealt with differently.

Given the number of requests and the range of possible nonconforming conditions and respective safety risks, FRA has modified the OTMA process. The changes result from reviewing OTMA data, incorporating prior hazardous materials guidance notices, recommendations from a 2011 Peer Review, and comments submitted to Docket Number FRA-2011-0004.

The FRA Hazardous Materials Division (FRA-HM) has an established procedure for evaluating and issuing an OTMA for nonconforming or leaking packages per Title 49 Code of Federal Regulations (CFR) Section 174.50, *Nonconforming or leaking packages.* The applicant must submit information detailing the nonconforming conditions. The collection of this information is authorized under 49 CFR § 171.6, *Control numbers under the paperwork reduction act,* and OMB Control Nos. 2137-0557 and 2137-0059. FRA-HM personnel evaluate the information in order to determine whether it is safe to move the bulk package/packaging, and what conditions should apply to the movement. If it can be safely accomplished, the move is authorized by the issuance of a signed FRA OTMA for an OTMA-1 category approval, or an email authorization for an OTMA-2 category approval (applicable only to bulk package shipments that are identified as being overloaded by weight). If the defective condition for a bulk packaging/package falls into an OTMA-3 category approval (referred to as a "standing approval"), then this signed FRA Hazardous Materials Guidance Notice (HMG-127) serves as the authorization for movement.

FRA-HM personnel have evaluated this process over the years and understand the range of defective conditions and their respective frequencies. In addition, there is a growing awareness of the requirement for obtaining an OTMA to move nonconforming bulk packages/packaging, as evidenced by the continually increasing number of requests processed by FRA. A revised process providing greater efficiency without compromising any advances in safety is needed. The OTMA procedures were drafted with the goals of streamlining the process and allowing FRA-HM to monitor nonconformance more productively.

**Procedures**

This Hazardous Materials Guidance document contains the procedure to be followed by the regulated community to obtain approval to move a noncompliant bulk package. There are three categories of OTMA. The categories are as follows:

* OTMA-1 adheres to the traditional process.
* OTMA-2 requires notification for FRA followed by acknowledgement from FRA in the form of an email authorizing or prohibiting continued movement.
* OTMA-3 is a standing approval.

Each category is described in detail in the following sections. Listed below are general requirements and limitations of the OTMA process.

* Approvals for bulk packaging that **are actively leaking will generally not be issued;** however, they may be moved "only so far as necessary to reduce or to eliminate an immediate threat or harm to human health or to the environment when it is determined its movement would provide greater safety than allowing the package to remain in place." 49 CFR § 174.50. **By submitting a request for OTMA the applicant is certifying the package is not actively leaking and will not leak during transportation as per 49 CFR § 173.24,** *General requirements for packaging and packages.*
* Approval is needed to move nonconforming U.S. Department of Transportation (DOT) specification bulk packaging, or other bulk packaging containing a regulated hazardous material, even if it is secured in or on a rail car. Approval is also needed to move any nonconforming DOT specification bulk packaging even if the DOT specification bulk packaging does not contain a regulated hazardous material as long as the bulk packaging is offered or to be offered and represented in transportation as a DOT specification package (see 49 CFR § 171.2(g)). Approvals will not generally be granted to move tank cars that are overloaded by volume and have insufficient outage in the tank for the products they contain. In these instances, shippers will need to arrange for transloading with the rail carrier in possession of the shipment.
* FRA cannot issue movement approvals for bulk package/packaging that are offered into transportation for interchange service and exceed the age limits prescribed in the Association of American Railroads' (AAR) Interchange Rules, Rule 90. This is not a Federal regulatory age limit, and persons with cars affected by this will need to seek resolution with the Association of American Railroads and the rail carriers involved.
* An approval issued by FRA is only applicable to movements of a defective bulk package/packaging by rail within the United States. Authorized movement of defective bulk package/packaging in Canada requires the issuance of a "temporary certificate" from the appropriate representatives of Transport Canada. The requestor will need to coordinate the request and obtain corresponding approval from Transport Canada for cross-border movement of nonconforming bulk packages/packaging. Movement of defective bulk packages/packaging across the border, to or from Mexico, also requires an applicant to coordinate with the appropriate Mexican agency representatives.
* For the purpose of this document, FRA will assume an empty bulk package contains residue unless a cleaning certificate is provided.
* This document addresses movement approvals of a bulk package/packaging that no longer conforms to the HMR, and provides no relief from any regulation other than as specifically related to the nonconforming condition for which the OTMA was granted. The approval to move a railcar that does not conform to the regulations in Subtitle B of 49 CFR Parts 200-299 must be obtained from FRA's Motive Power and Equipment Division.
* Rail carriers are not obligated to honor an approval issued by FRA, and have the right to refuse movement even if an approval is issued. A rail carrier may require alternate solutions that do not involve further movement on its rail system. FRA strongly urges that the applicant contact appropriate representatives from the rail carriers that will be involved in moving the defective packaging prior to submitting the approval request. This will ensure that the rail carriers are willing and able to conduct transportation of the packaging on their respective systems in order to get the packaging to the requestor's desired location upon issuance of an approval by FRA.
* The requestor is required to maintain information regarding movements, subject to this document, and must make it available upon request to FRA personnel (Paperwork shall be retained per 49 CFR § 172.201, *Preparation and retention of shipping papers).*
* Failure to comply with the provisions of this document may result in recommendations for enforcement and civil penalties. Furthermore, FRA may issue written notification to any entity found to be noncompliant with the procedure specified in this document requiring that entity to submit all future OTMA requests in accordance with the procedures specified for OTMA-1 regardless of the identified defect. This limitation will apply to the particular entity until otherwise notified by writing by FRA.
* FRA reserves the right to change the contents of this document as conditions require. Additionally, at any point where safety may be compromised, FRA reserves the right not to issue an approval.

**OTMA-1 (Traditional)**

An **OTMA-1** follows the traditional approval process and **applies to any non-conforming package/packaging that does not meet the criteria for movement as OTMA-2 or OTMA-3 in this document.** All requirements related to the continued movement of the nonconforming rail car or other bulk packaging will be detailed in the signed OTMA, which will be sent to the applicant via fax or email.

Submit the following information with the one-time movement request for the specified noncomplying conditions. This information will permit an evaluation of the defective condition and determination of whether the bulk package/packaging can be moved safely. When photographs are requested, appropriate views should include both an overview of the car, defect, and fittings as well as clear, close up views of the fitting or defect. Also helpful are photographs of the car stenciling, including specification and qualification information. **Failure to provide the information below will result in delay in evaluation or denial of your request.**

Breaches in tank shell and cracks in the underframe:

* Dimensions, locations, and orientations of cracks.
* Photos or diagrams that provide perspective of location.
* Photos of the breaches and cracks.
* Data (facility, date, and inspection records related to the area with a defect) regarding most recent qualification.

Defective valves and fittings (service equipment) that do not qualify for OTMA-3:

* Photos of fittings arrangement.
* Orientation of fittings arrangement indicating the "A" or "B" ends of the car.
* Make/model of defective fittings.
* Data (facility and date) regarding installation or most recent qualification.
* Location of defect (i.e., at gasket, ball, stem, etc.).

This list identifies the types of information FRA typically requires for processing most OTMA requests. However, some nonconforming conditions may require other types of information not identified in this section. Also, providing accurate and complete information on what actions or measures have been taken, if any, to mitigate the defective condition prior to movement of the bulk packaging will assist the FRA Headquarters Hazardous Materials (HQ HM) Specialist in his or her evaluation of the approval request.

**OTMA-2 (Written Notification)**

**An OTMA-2 applies to railcars found to be overloaded by weight.** An applicant must submit written notification to FRA containing information related to the nonconforming condition and shipping papers for the bulk package/packaging. In addition, FRA is requesting the following information be submitted to facilitate processing:

* Scale tickets.
* Loading temperature and specific gravity of commodity at the loading temperature in accordance with 49 CFR 173.24b(a), *Additional general requirements for non-bulk packaging and packages.*
* Specific gravity of commodity at appropriate reference temperature.
* Capacity (in gallons) and tare weight of bulk package/packaging.
* Innage/outage table for the tank car.
* Any additional information that can be used to demonstrate that the tank car is not overloaded by volume.

After the information is received, evaluated, and approved, the grantee will receive notice, via fax or email, that the review was completed and movement is authorized under this OTMA category. The grantee will be required to ensure that the words, "Moving per 174.50: OTMA-2," are placed on all shipping documentation that is transmitted to each rail carrier involved in the movement of the nonconforming shipment in a location that clearly associates the notation with the basic shipping description. Additionally, a grantee of an OTMA-2 must comply with the General Requirements section of this document unless otherwise exempted through written acknowledgement from FRA. An OTMA-2 will be applicable for bulk package/packaging, or other railcars (e.g., covered hopper cars containing a regulated hazardous material), that are found to be overloaded by greater than 1 percent of the allowable total gross rail load (GRL), rounded up to the next 100 pounds on a weight-in-motion scale; or for any bulk package/packaging that is overloaded by greater than 1,000 pounds of the allowable total GRL on a static scale.

The grantee will have 60 days from the date of FRA's written OTMA-2 approval to move the bulk package to the destination specified in the approval request.

**OTMA-3 (Standing Approval)**

**An OTMA-3 applies to bulk packages/packaging that meet the specific criteria** (listed below) **for movement as an OTMA-3 may be moved under an OTMA-3 standing approval.** A bulk package/packaging involved in a non-accident release may not be moved under an OTMA-3 unless authorized by an FRA HQ HM Specialist. Persons in possession of a nonconforming bulk package/packaging containing PIH (loaded or residue) may not use the provisions of OTMA-3 unless approved to do so by an FRA HQ HM specialist.

A standing approval allows for the movement of the car without response from FRA provided that an accurate and complete OTMA-3 notification (described below) is submitted, in which the defect is one specifically described in listed Defect # Descriptions below and complies with the applicable OTMA-3 and general requirements in this notice.

An OTMA-3 is an approval that will be used for a specific list of nonconforming conditions. Persons in possession of a nonconforming bulk package/packaging will be permitted to use the standing approval provisions of OTMA-3. Prior to offering a nonconforming bulk package/packaging under this category for transportation, an email must be submitted to: HMASSIST@dot.gov to notify FRA of the movement. At a minimum, the subject line of the email must include the notation "OTMA-3/Car Mark and Number/Name of Applicant." The body of the email must contain the following information:

Moving per 49 CFR 174.50 (OTMA-3): Car Number(s):

DOT Specification/ Package Stenciled Specification: Loaded or Residue or Cleaned and Purged: Commodity Name and UN/NA number:

Grantee: Contact Name:

Contact Telephone/Email: (of all personnel knowledgeable about issue):

Defect Number and Description of the Problem:

Present location (Facility/Railroad Name, City, State): Destination (Facility Name, City, State):

Routing:

Bulk package/packaging must be stenciled, decaled or tagged with the following message:

*"Home shop for repairs, do not load"; "Moving for dismantling,*

*do not load"; or other words to convey a similar meaning,*

*as appropriate.*

For all shipping papers transmitted or provided to each rail carrier involved in the movement of the nonconforming shipment, each person implementing this category will be required to include a description of nonconformance and the words, "Moving per 174.50: OTMA-3," along with the identity of the destination facility. Each applicant must also keep a copy of the shipping paper and a description of the nonconformance on file per the requirements of 49 CFR § 172.201. For movements that do not require shipping papers per the HMR, this information is required on shipping documentation transmitted or provided to each rail carrier involved in the movement of the nonconforming bulk package/packaging (e.g., a waybill for the defective package/packaging).

Movement under this standing approval is authorized only for the purpose of moving a bulk package/packaging for cleaning, repair, or dismantling; or continued movement for unloading followed by cleaning, repair, or dismantling, and the car is represented as meeting its DOT specification. A grantee of an OTMA-3 must also satisfy the General Requirements section of this document.

Applicability for movement under an OTMA-3:

1. Loaded bulk packages (regulated material only)
2. Clean bulk packaging (cleaning certificate required)
3. Residue bulk packages (regulated material only)
4. Bulk package containing (loaded or residue) a nonregulated material

The nonconforming, circumstances, and/or conditions covered by this category, along with the applicability, are as follows:

**OTMA-3 Defect Numbers and Descriptions**

Service Equipment-Top Fittings

|  |  |
| --- | --- |
| Defect No. 1 | Following replacement of a valve or fitting, with a nondefective valve or fitting, or closure to prevent the release of material (e.g., replacement of a defective vacuum relief valve with a pipe plug, or a liquid or vapor valve with a blind flange). A pressure relief device may only be replaced in kind. Applicability: A, B, C, D |
| Defect No.2 | For repair (other than removal of the fitting) performed on a connection that is subject to qualification/requalification. This includes, but is not limited to, replacement of hinged manway cover eye bolts, external "0" rings on safety relief valves, tightening securement fasteners that does not result in damage or deformation of the stud or bolt securing an operating valve stem packing gland nut (other than a top operated bottom outlet). Applicability: A, B, C, D |
| Defect No.3 | A bulk package/packaging with defective manway cover securement bolts where the number of defective manway cover securement bolts does not prevent achieving an adequate seal of the manway cover that would allow the cars to remain in compliance with 49 CFR § 173.24(b)(1) for the duration of the movement to the destination. Applicability: B, C, D |
| Defect No.4 | A bulk package/packaging with missing or damaged service equipment parts, provided the service equipment is free from leakage (e.g., missing magnetic gauging device rod, top or bottom valve handles, a quick-inspect port cable, or pipe-plug chain). Applicability: A, B, C, D |
| Defect No.5 | A bulk package/packaging requiring a leakage pressure test to verify the integrity of the completed repairs. Applicability: B, C, D |
| Defect No.6 | A clean bulk packaging without damage to the tank. Applicability: B |
| Defect No.7 | A general-purpose bulk package/packaging (tank car) that has damage to the protective housing. Applicability: A, B, C, D |

Service Equipment-Bottom Fittings

|  |  |
| --- | --- |
| Defect No. 8 | Defective bottom outlet valve, provided the material is contained by the application of the secondary closure. This does not include the flanged connection between the valve and tank, or any other damage inboard of the primary valve. Applicability: B, C, D |
| Defect No.9 | A bulk package/packaging that has the primary bottom discontinuity closure intact, but has incurred damage to the secondary closure portion of the bottom discontinuity and/or bottom discontinuity protection. Applicability: B, C, D |
| Defect No. 10 | Securing an operating valve stem packing gland nut. Applicability: A, B, C, D |

Interior Coating/Lining

|  |  |
| --- | --- |
| Defect No. 11 | A bulk package/packaging with a defective interior lining or coating that has not resulted in damage to the tank (bulk packages/packaging with a defective coating or lining installed for product purity is not subject to these safety measures). Applicability: B, C, D |

Heater Coils

|  |  |
| --- | --- |
| Defect No. 12 | A bulk package/packaging with a defective interior heater coil. Applicability: B |
| Defect No. 13 | A bulk package/packaging with a defective exterior heater coil provided the defect does not introduce a flow path into the product space or otherwise compromise the integrity of the tank. Applicability: A, B, C, D |

Jacket/Insulation

|  |  |
| --- | --- |
| Defect No. 14 | A bulk package/packaging that has incurred damage solely to its jacket, such that the jacket is no longer "weather-tight," provided there is no damage to the tank. Applicability: A, B, C, D |

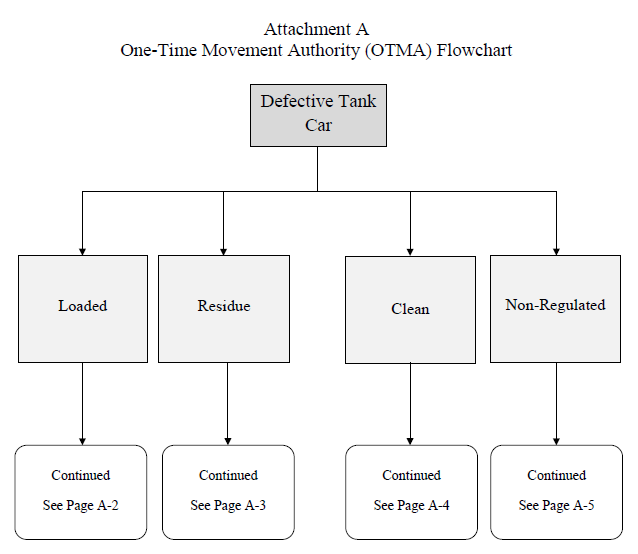
Derailment Damage

|  |  |
| --- | --- |
| Defect No. 15 | A bulk package/packaging with damage resulting from a collision or derailment, which is loaded onto or into another rail car conveyance such as a flatcar or gondola car. Applicability: B, C |

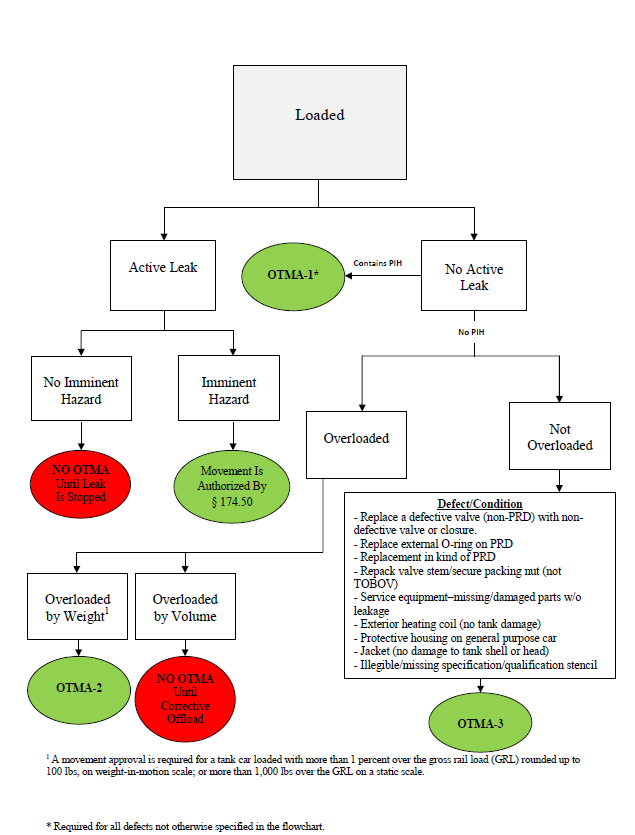
Marking/Stenciling

|  |  |
| --- | --- |
| Defect No. 16 | A bulk package/packaging with faded, unreadable or missing markings that are required under 49 CFR § 172.330(a)(1)(ii) and § 179.22 (e.g., DOT packaging specification number, proper shipping name, and qualification due dates), provided that the markings are reapplied at the destination that the bulk package/packaging is being moved to. This provision does not apply to identification number markings, inhalation hazard markings, marine pollutant markings, or any other required markings pertaining to the regulated product, except as stated above. Applicability: A, B, C, D |

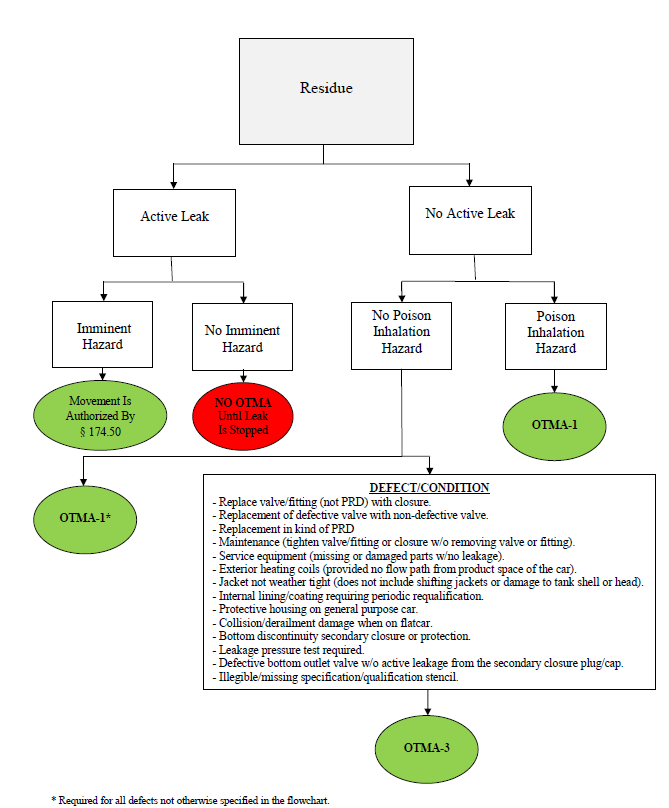
## OTMA Flowchart



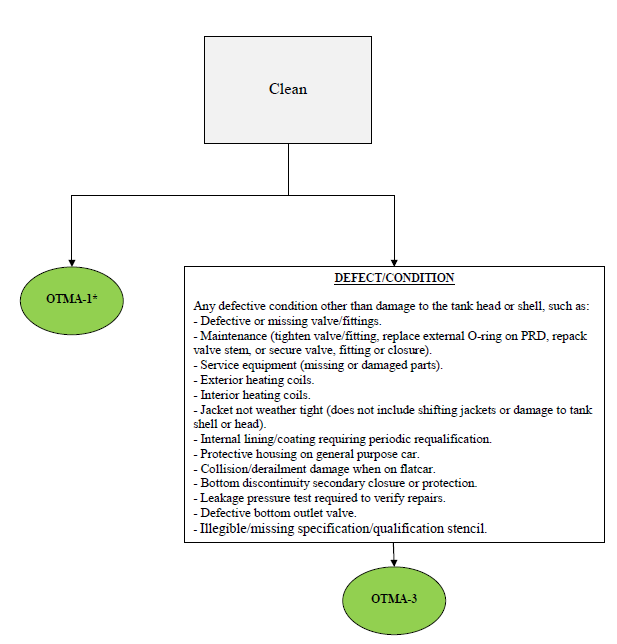
## Loaded A-2



## Residue A-3



## Clean A-4



## Nonregulated A-5

# OSRO Registrations and Classifications

The U.S. Coast Guard (USCG) manages the Oil Spill Removal Organization (OSRO) program, which was founded through an amendment by the Oil Pollution Act of 1990 to the Federal Water Pollution Control Act. This program provides a reliable method to ensure organizations listed in the program have all necessary personnel, training and resources available to respond to and mitigate certain levels of oil discharged in an accident or spill. The levels of classification are determined by the base amount of resources available, and the amount of time it takes to get all necessary resources on-scene to satisfy worst case discharge (WCD) requirements. The current level of classification of an individual OSRO contractor can be found on the USCG website at: <https://cgrri.uscg.mil/UserReports/WebClassificationReport.aspx>

|  |  |
| --- | --- |
| * **WCD** – Worst Case Discharge: The largest possible, or foreseeable, discharge in adverse weather conditions. * **COPD** – Captain-of-the-Port District * **MMPD** – Maximum Most Probable Discharge * **WCD 1** – Worst Case Discharge 1 * **WCD 2** – Worst Case Discharge 2 * **WCD 3** – Worst Case Discharge 3 | ***Please note:*** Effective Daily Recovery Capacity (EDRC) and Temporary Storage Capacity (TRC) volumes are in barrels per day and barrels, respectively, not gallons.  1 barrel = 42 US gallons. |

|  |  |  |
| --- | --- | --- |
|  | **Facility (barrels)** | **Vessel (barrels)** |
| **MMPD** | 1,200 or 10% of WCD | 2,500 or 10% of WCD |
| **WCD** | Largest possible discharge in  adverse weather conditions | Entire Volume |

|  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- |
|  | **Protective Boom** | **Containment Boom** | **EDRC (barrels)** | **TSC** | **Facility RT (hours)** | **Vessel RT** |
| MMPD | 4,000 | 1000;  300 / recovery device | 1,200 | 2,400 | 6 (HVP) 12 | 12 (HVP) 24 |
| WCD 1 | 25,000 | 1000;  300 / recovery device | 1,875 | 3,750 | 6 (HVP) 12 | 12 (HVP) 24 |
| WCD 2 | 25,000 | 1000;  300 / recovery device | 3,750 | 7,500 | 30 (HVP) 36 | 36 (HVP) 48 |
| WCD 3 | 25,000 | 1000;  300 / recovery device | 7,500 | 15,000 | 54 (HVP) 60 | 60 (HVP) 72 |

## OSRO Listed Organizations (9-2018)

| **State** | **City** | **Organization Name** | **OSRO Number** | **Business Phone** |
| --- | --- | --- | --- | --- |
| AK | Valdez | Alyeska Pipeline Service | 77 | (907) 834-6974 |
| AK | Ketchikan | SEAPRO | 88 | (907) 225-7002 |
| AK | Prudhoe Bay | Alaska Clean Seas | 89 | (907) 659-3207 |
| AK | Anchorage | Alaska Chadux Corporation | 93 | (907) 348-2365 |
| AK | Anchorage | ASRC Energy Services | 165 | (907) 223-9935 |
| AK | Seldovia | Nuka Research | 193 | (907) 234-7821 |
| AK | Juneau | D17 DRAT-USCG | 235 | (907) 463-2807 |
| AK | Anchorage | Aleutians Spill Control, Inc. | 338 | (907) 222-7500 |
| AK | Valdez | Environmental Remedies, LLC | 341 | (660) 541-4149 |
| AK | Valdez | BellTech Inc. | 381 | (907) 602-0111 |
| AK | Anchorage | SolstenXP, Inc. | 500 | (907) 264-6107 |
| AK | Anchorage | UIC Arctic Response Services | 554 | (907) 865-4910 |
| AK | Juneau | ADEC | 623 | (907) 465-5234 |
| AK | Valdez | Kimberlin’s Water Taxi LLC | 649 | (907) 835-8294 |
| AK | Anchorage | PPR Alaska | 661 | (907) 337-3949 |
| AK | Nikiski | Cook Inlet Spill Prevention &Response Inc. | 662 | (907) 776-5129 |
| AK | Anchorage | PPR Alaska | 664 | (907) 868-3661 |
| AK | Cordova | Native Village of Eyak | 695 | (907) 424-2231 |
| AK | Anchorage | Resolve Marine Services Alaska Inc | 767 | (907) 243-0069 |
| AL | Mobile | Oil Recovery Company, Inc. | 73 | (800) 350-0443 |
| AL | Irvington | Wonderland Express | 337 | (251) 653-7348 |
| AL | Bay Minette | Complete Environmental | 343 | (251) 580-9400 |
| AL | Daphne | Blake Marine Group | 389 | (504) 343-6475 |
| AL | Foley | GreenCo Services LLC | 398 | (251) 971-2210 |
| AL | Gulf Shores | Ike’s Beach Service | 401 | (251) 948-3757 |
| AL | Theodore | Crowder Gulf | 415 | (678) 477-3755 |
| AL | Mobile | Alabama State Port Authority | 566 | (251) 441-7074 |
| AL | Creola | Ranger Environmental Services, LLC | 603 | (251) 679-8611 |
| AL | Mobile | United States Environmental Services | 761 | (228) 234-4447 |
| AR | Texarkana | Hazmat Services Inc | 525 | (870) 330-4535 |
| AR | El Dorado | Code 3 Services, LLC | 642 | (870) 875-1521 |
| AR | Leachville | RPW | 679 | (870) 450-8430 |
| AR | Marion | Loenbro Environmental Services LLC | 738 | (901) 502-4109 |
| AR | Blytheville | Boomer Environmental | 787 | (580) 327-7500 |
| AZ | Mohave Valley | Metropolitan Marine Solutions | 287 | (818) 398-6635 |
| AZ | Tempe | Environmental Response, Inc. | 317 | (480) 967-2802 |
| CA | Carpinteria | Clean Seas, LLC | 44 | (805) 684-3838 |
| CA | Terminal Island | SoCal Ship Services | 63 | (310) 519-8411 |
| CA | PORT HUENEME | Tractide Marine Corporation | 70 | (805) 488-8788 |
| CA | Carson | Ancon Marine, Inc. | 97 | (310) 522-5110 |
| CA | Wilmington | Patriot Environmental Services | 146 | (800) 624-9136 |
| CA | Rancho Dominguez | Advanced Cleanup Technologies | 152 | (800) 334-2284 |
| CA | San Diego | NRC Environmental Services Inc | 197 | (619) 235-3328 |
| CA | Long Beach | Ocean Blue Environmental Services, Inc. | 240 | (562) 624-4120 |
| CA | Rancho Dominguez | Double Barrel Environmental Services | 320 | (424) 344-0060 |
| CA | San Diego | Action Cleaning Corp | 342 | (619) 233-1881 |
| CA | Long Beach | O.C. Vacuum, Inc. | 345 | (562) 984-8178 |
| CA | Oxnard | Black Gold Industries | 380 | (805) 981-4616 |
| CA | Benicia | Clean Harbors Environmental | 396 | (707) 758-3188 |
| CA | Nevada City | Lukins & Associates | 481 | (530) 402-5093 |
| CA | Discovery Bay | Sean Alexander Marine Services, Inc. | 553 | (925) 634-8744 |
| CA | Long Beach | Ocean Blue Environmental Services | 676 | (562) 624-4120 |
| CO | Denver | Strad Energy Services USA, LTD | 325 | (720) 292-2204 |
| CO | Arvada | Custom Environmental Services, Inc. | 663 | (303) 423-9949 |
| CT | Durham | Alpine Environmental Services LLC | 177 | (860) 346-0027 |
| CT | South Windsor | Environmental Services, Inc. | 312 | (860) 528-9500 |
| CT | Bridgeport | Connecticut Tank Removal, Inc. | 353 | (203) 384-6020 |
| CT | New London | Kennedy Marine, Inc | 435 | (860) 442-6000 |
| CT | Woodbury | Tom Ashmore Enterprises Inc | 606 | (609) 332-1108 |
| FL | Jacksonville | Jacksonville Pollution Control, Inc. | 6 | (904) 355-4164 |
| FL | Tampa | Diversified Environmental Services, Inc. | 37 | (813) 248-3256 |
| FL | Fort Lauderdale | Cliff Berry, Inc. | 48 | (954) 763-3390 |
| FL | Pompano Beach | Offshore Marine Towing Inc. | 198 | (954) 783-7821 |
| FL | Panama City Beach | SWS Environmental Services | 247 | (800) 852-8878 |
| FL | Fort Lauderdale | Resolve Marine | 250 | (954) 764-8700 |
| FL | Key West | AIM Companies, LLC | 251 | (305) 294-1124 |
| FL | Tampa | USF Coastal Research Lab | 294 | (850) 862-7134 |
| FL | Orlando | Best Environmental | 324 | (407) 380-2000 |
| FL | Atlantic Beach | Intra Coastal Environmental | 326 | (904) 553-0266 |
| FL | Jacksonville | Aquilex - Hydrochem | 388 | (904) 781-7913 |
| FL | North Bay Village | Sea Tow Miami | 433 | (305) 673-2869 |
| FL | Miami | Adventure Environmental, Inc. | 442 | (305) 254-8887 |
| FL | Big Pine Key | Coffin Marine Services Inc | 443 | (305) 872-8863 |
| FL | Sarasota | Ceres Environmental | 464 | (800) 218-4424 |
| FL | Fort Lauderdale | RESOLVE SALVAGE & FIRE (Americas), INC. | 466 | (954) 764-8700 |
| FL | Orlando | FCC Environmental, LLC | 503 | (407) 466-4085 |
| FL | Fort Lauderdale | Drew Fuel Services | 545 | (888) 620-6807 |
| FL | Minneola | Incident Management Solutions | 585 | (352) 242-9621 |
| FL | Cocoa | Alpha-Omega Training & Compliance, Inc. | 599 | (321) 445-9845 |
| FL | Fort Lauderdale | Oil Spill Response Limited | 620 | (954) 983-9220 |
| FL | Saint Petersburg | Metanomy, Inc | 629 | (184) 365-4708 |
| FL | Jupiter | Advanced Fuel Technologies | 636 | (844) 238-3835 |
| FL | Fort Lauderdale | Oil Spill Response Limited | 645 | (954) 983-9880 |
| FL | Bartow | American Compliance Technologies | 650 | (800) 226-0911 |
| FL | Port Orange | Salty Marine Services, Inc. | 657 | (386) 547-3965 |
| FL | Miami | E.M.C. Oil Corp | 658 | (305) 477-7497 |
| FL | Tampa | Citgo Tampa | 672 | (813) 247-3429 |
| FL | Orlando | FECC, INC. | 745 | (813) 842-5520 |
| FL | Miami | Kearns Construction Company | 773 | (305) 461-0310 |
| FL | Bartow | American Compliance Technologies, Inc. | 774 | (863) 533-2000 |
| FL | Pensacola | Aquanaut Towing & Salvage | 782 | (850) 492-5070 |
| FL | Pensacola | Aquanaut Towing &Salvage Inc. | 792 | (850) 492-5070 |
| GA | Savannah | EnviroVac Holdings, LLC. | 252 | (800) 822-3044 |
| GA | Brunswick | LobePro Rotary Lobe Pumps | 293 | (912) 466-0304 |
| GA | Roswell | TransMontaigne | 360 | (770) 518-3701 |
| GA | Marietta | Remtech Engineers | 382 | (770) 427-7766 |
| GA | Snellville | Basha Services, LLC | 383 | (678) 344-1161 |
| GA | Palmetto | Rhino Services, LLC | 384 | (770) 317-4649 |
| GA | Atlanta | Kemron/CMC Environmental Services | 437 | (404) 601-6926 |
| GA | Savannah | EnviroVac Holdings LLC | 673 | (800) 822-3044 |
| GA | Savannah | EnviroVac Holdings LLC | 674 | (800) 822-3044 |
| IA | Davenport | Environmental Management Services, Incorporated | 359 | (800) 457-1042 |
| IA | Des Moines | Hydro-klean, LLC | 747 | (515) 283-0500 |
| ID | Boise | H2O Environmental | 147 | (702) 985-7641 |
| IL | Wheeling | SET Environmental Inc | 245 | (847) 537-9221 |
| IL | Mokena | Future Industrial Services Inc. | 350 | (708) 479-6900 |
| IL | Chicago Heights | Ziron Environmental Services, Inc. | 399 | (708) 757-9601 |
| IL | Chicago | BP | 592 | (312) 594-2059 |
| IL | South Roxana | Jarrett Industries, Inc. | 692 | (618) 251-4116 |
| IL | Roxanna | Dynamic Enviro Inc. | 711 | (228) 231-1187 |
| IN | Indianapolis | Heritage Environmental Services, Inc. | 45 | (317) 243-0811 |
| IN | Evansville | Summit Environmental Services | 107 | (812) 421-1744 |
| IN | East Chicago | National Industrial Maintenance Inc. | 158 | (219) 398-6660 |
| IN | Hanover | Sam George and Associates LLC | 308 | (812) 701-9641 |
| IN | Merrillville | BP US Pipelines & Logistics | 375 | (219) 472-2337 |
| IN | Fort Wayne | Environmental Remediation Services, Inc. | 519 | (260) 489-7062 |
| IN | Daleville | Best Environmental Services L.L.C. | 584 | (317) 498-6616 |
| IN | Rushville | Indiana Spill Response LLC | 666 | (317) 498-6616 |
| IN | East Chicago | National industrial maintenance | 756 | (219) 398-6660 |
| IN | East Chicago | National Industrial Maintenance | 760 | (219) 398-6660 |
| KS | Olathe | HAZ-MAT Response, Inc. | 104 | (913) 782-5151 |
| KS | Kansas City | CC Enviro Klean, Inc. | 116 | (800) 643-7049 |
| KS | Edwardsville | EAC, Inc. | 323 | (913) 441-1113 |
| KS | Lawrence | EMR, Inc. | 485 | (785) 842-9013 |
| KS | Wichita | Eagle Environmental | 487 | (316) 944-2445 |
| KY | Shelbyville | American Enviro-Services/Evergreen Environmental | 96 | (888) 625-5434 |
| KY | Paducah | CEECO Environmental Services, Inc. | 149 | (502) 898-4052 |
| KY | Louisville | Pettit Environmental Inc. | 304 | (800) 264-6482 |
| KY | London | ECO-Tech USA, LLC | 446 | (606) 864-3013 |
| KY | Nicholasville | PECCO, Inc. | 452 | (877) 543-9590 |
| KY | Argillite | Quick Response Inc. | 565 | (606) 473-1379 |
| KY | London | ECO Tech USA LLC | 632 | (606) 864-3013 |
| KY | Prospect | Natural Sorbent Solutions | 681 | (502) 265-2527 |
| LA | Kenner | Bertucci Industrial Services | 5 | (504) 628-1165 |
| LA | Belle Chase | Oil Mop Inc. | 12 | (504) 394-6110 |
| LA | Reserve | Phillips PSC | 25 | (985) 536-7612 |
| LA | Houma | Environmental Safety & Health Consulting Services | 50 | (281) 780-4000 |
| LA | New Iberia | American Pollution Control, Inc. | 102 | (337) 365-7847 |
| LA | Houma | Lawson Environmental Service LLC | 171 | (888) 407-0008 |
| LA | Denham Springs | Environmental Science Services Inc | 243 | (225) 927-7171 |
| LA | New Orleans | Raymond Jackson | 254 | (252) 331-6000 |
| LA | Abbeville | Gulf Rim Navigation | 270 | (337) 893-0789 |
| LA | Houma | Lawson Environmental Service, LLC | 296 | (504) 570-3172 |
| LA | New Iberia | Maxum Industries, LLC | 305 | (337) 365-5550 |
| LA | Gretna | B.E.F. Construction LLC | 306 | (504) 297-1612 |
| LA | Belle Chase | Balance Environmental | 322 | (504) 382-6597 |
| LA | Morgan City | Big Gulp Oil Skimmers | 328 | (985) 519-6484 |
| LA | Houma | HOT Energy Services, Inc. | 364 | (985) 876-1460 |
| LA | Lake Charles | Environmental Response Service | 365 | (337) 562-0001 |
| LA | Golden Meadow | Clean Tank, LLC | 370 | (312) 343-5564 |
| LA | Plaquemine | Lemoine Industrial Group | 371 | (225) 687-2640 |
| LA | Lafayette | Triad Response Group LLC | 385 | (877) 660-3473 |
| LA | New Orleans | Clean Gulf Associates | 392 | (504) 799-3035 |
| LA | Saint Rose | Mid-Gulf Recovery Services, LLC | 393 | (504) 737-1600 |
| LA | Mamou | Encore Environmental & Safety, LLC | 397 | (337) 831-2708 |
| LA | New Orleans | IPS | 409 | (504) 363-3330 |
| LA | Houma | Environmental Equipment Inc. | 449 | (985) 868-3100 |
| LA | New Iberia | Maxum Industries, LLC | 470 | (337) 364-9526 |
| LA | Denham Springs | Environmental Science Services | 475 | (225) 927-7171 |
| LA | Morgan City | MSU Morgan City | 477 | (985) 380-5330 |
| LA | Lafayette | Clean & Safe Environmental Services Company | 490 | (337) 989-2990 |
| LA | New Orleans | DOI/BSEE | 517 | (504) 736-5789 |
| LA | New Orleans | Bolotte Perrin | 518 | (504) 248-6904 |
| LA | Gonzales | Vecta Environmental Services, LLC | 533 | (225) 614-6080 |
| LA | Slidell | Witt/O’Brien’s | 536 | (985) 285-5508 |
| LA | Marksville | EJES Inc | 537 | (318) 253-5521 |
| LA | Larose | Danos And Curole Marine Contractors, LLC | 541 | (985) 696-0117 |
| LA | Barataria | M.B.E.D. | 555 | (504) 341-5614 |
| LA | Houma | Airborne Support, Inc. | 557 | (985) 851-6391 |
| LA | Venice | Gibson Services LLC | 558 | (504) 534-7544 |
| LA | Sulphur | Waste Water Specialties | 612 | (337) 882-8044 |
| LA | Gonzales | Vecta Environmental Services LLC | 616 | (225) 644-1581 |
| LA | Lake Charles | Environmental Response Services | 655 | (337) 562-0001 |
| LA | Sulphur | Wastewater Specialties, Inc. | 702 | (337) 882-8019 |
| LA | Bell City | Lawson Environmental | 720 | (337) 499-6014 |
| LA | Covington | Quality First Marine | 789 | (985) 888-6152 |
| MA | Norwell | Clean Harbors Environmental Services | 13 | (781) 792-5740 |
| MA | Boston | Boston Line & Service/Coastline | 40 | (617) 951-9957 |
| MA | Randolph | Moran Environmental Recovery | 151 | (781) 815-1100 |
| MA | Salem | Northeast Gateway | 188 | (508) 527-1000 |
| MA | Bellingham | TMC Environmental, Inc. | 428 | (603) 721-1706 |
| MA | Tisbury | Tisbury OEM | 594 | (508) 684-8049 |
| MA | Lexington | MIT Lincoln Laboratory | 604 | (781) 981-7420 |
| MA | Lakeville | Boston Green Company | 784 | (781) 689-8634 |
| MD | Baltimore | Clean Venture Inc. | 46 | (443) 862-6316 |
| MD | Baltimore | Triumvirate Environmental | 100 | (410) 636-3700 |
| MD | Largo | Phoenix International Holdings, Inc. | 593 | (301) 341-7800 |
| MD | Salisbury | CES / 3D Environmental | 618 | (443) 880-6505 |
| MD | Delmar | 3D Environmental, LLC. | 717 | (443) 397-2926 |
| MI | Detroit | Marine Pollution Control Corporation | 3 | (313) 849-2333 |
| MI | Flint | Youngs Environmental Cleanup | 112 | (810) 397-4823 |
| MI | Detroit | Sector Detroit-USCG | 233 | (313) 568-9501 |
| MI | Whitehall | Proactive Environmental Concepts | 445 | (231) 894-5005 |
| MI | Kalamazoo | Terra Contracting, LLC. | 450 | (269) 375-9595 |
| MI | Escanaba | Enbridge Energy Company, Inc. | 576 | (218) 766-0560 |
| MI | Escanaba | Enbridge Energy Company, Inc. | 690 | (906) 233-4003 |
| MI | Bark River | UP Environmental Services, Inc. | 743 | (800) 624-6086 |
| MI | Kalamazoo | Taplin Group | 755 | (269) 375-9595 |
| MN | St. Paul | Bay West | 76 | (651) 291-0456 |
| MN | Minneapolis | West Central Environmental Consultants | 153 | (612) 479-9464 |
| MN | Big Lake | Minnesota Limited LLC | 368 | (612) 360-4398 |
| MN | Saint Paul | Koch Pipeline Company, L.P. | 521 | (651) 438-1564 |
| MN | Silver Bay | Lake County MN | 544 | (218) 220-7811 |
| MN | St. Paul | Minnesota Pollution Control Agency | 569 | (651) 757-2160 |
| MN | Solway | Beltrami industrial services | 615 | (218) 751-7537 |
| MN | Maple Grove | Pinnacle Engineering, Inc. | 688 | (763) 277-8437 |
| MN | Eveleth | OSI Environmental, Inc. | 735 | (901) 357-7237 |
| MN | New Hope | Wenck Associates, Inc. | 758 | (651) 395-5208 |
| MN | Minneapolis | West Central Environmental Consultants | 762 | (612) 469-2300 |
| MN | Chaska | QualiTech Environmental | 783 | (612) 963-5222 |
| MO | Fenton | Environmental Restoration, LLC | 156 | (636) 680-2402 |
| MO | St Louis | The Kiesel Company | 162 | (314) 351-5500 |
| MO | Carrollton | Todd Creason Construction, Inc. | 261 | (660) 542-1234 |
| MO | Kansas City | Environmental Specialists Inc. | 266 | (816) 523-5081 |
| MO | Kansas City | Environmental Works, Inc. | 587 | (816) 225-6375 |
| MO | Springfield | Sunbelt Environmental Services, Inc. | 696 | (417) 831-5052 |
| MO | University City | O6 Environmental, LLC | 737 | (314) 862-6671 |
| MS | Southaven | Prewett Enterprises Inc. | 277 | (901) 833-2915 |
| MS | Philadelphia | W G Yates & Sons Construction Company | 314 | (601) 656-5411 |
| MS | Waynesboro | Complete Environmental and Remediation Co. | 348 | (601) 794-2704 |
| MS | Diamondhead | Singley Maritime Consulting, LLC | 462 | (985) 688-6427 |
| MS | Raymond | Enhanced Environmental & Emergency Services, Inc. | 578 | (601) 897-4595 |
| MS | Southaven | Prewett Enterprises Inc. | 611 | (901) 833-0839 |
| MS | Heidelberg | Clarkco Oilfield Services | 703 | (601) 935-0658 |
| MS | Southaven | Mid-South Environmental Services Inc. | 788 | (662) 469-4794 |
| MT | Billings | Hansers Wrecker & EPA Response | 346 | (406) 248-7795 |
| MT | Billings | Hansers Environmental Remediation | 509 | (406) 248-7795 |
| NC | Charlotte | HEPACO, Inc. | 32 | (704) 598-9782 |
| NC | Wilmington | Southeast Response & Remediation | 56 | (910) 763-6274 |
| NC | Rocky Mount | Eastern Environmental Management, LLC. | 189 | (866) 443-2225 |
| NC | Browns Summit | shamrock environmental | 268 | (804) 980-1584 |
| NC | Elizabeth City | NSFCC | 301 | (252) 331-6000 |
| NC | Elizabeth city | Demo OSRO | 318 | (252) 331-6000 |
| NC | Red Springs | EHC Environmental | 340 | (910) 843-4456 |
| NC | Browns Summit | Shamrock Environmental Corporation | 352 | (800) 881-1098 |
| NC | Beaufort | Atlantic Coast Marine Group | 547 | (252) 945-8995 |
| NC | Elizabeth city | NSFCC MER Preparedness Department | 634 | (252) 331-6000 |
| NC | Hope Mills | Contaminant Control Inc. | 667 | (910) 484-7000 |
| NC | Wilmington | Zulu Marine Services | 704 | (910) 232-0290 |
| NC | Charlotte | HEPACO, LLC | 725 | (800) 888-7689 |
| ND | Alexander | Absorbent & Safety Solutions, LLC | 436 | (701) 300-1142 |
| ND | Dickinson | Baranko Bros. Inc | 619 | (701) 483-5868 |
| ND | Bismarck | AECOM | 625 | (701) 221-4150 |
| ND | Watford City | Swat Consulting INC | 669 | (269) 986-5499 |
| ND | Williston | Williston Fire and Safety, LLC | 693 | (701) 572-8957 |
| ND | Watford City | BEST Academy | 722 | (907) 831-1181 |
| ND | Dickinson | Martin Construction Inc. | 749 | (701) 290-6711 |
| ND | Williston | Stealth Energy Group | 790 | (316) 260-0064 |
| NH | Concord | NH Dept. of Environmental Services | 271 | (603) 271-3000 |
| NJ | Bayonne | Kens Marine Service, Inc. | 2 | (201) 339-0673 |
| NJ | Linden | Clean Harbors Cooperative | 30 | (732) 661-2548 |
| NJ | West Milford | All State O.R.C. | 87 | (973) 283-9550 |
| NJ | East Brunswick | Atlantic Response Inc. | 137 | (732) 969-8555 |
| NJ | Bayonne | EQ Terminal Services, LLC. | 150 | (201) 436-3500 |
| NJ | Rahway | Allstate Power Vac | 155 | (732) 815-0220 |
| NJ | Mount Laurel | Gallagher Marine Systems | 214 | (856) 642-2091 |
| NJ | Clermont | Northstar Environmental Services | 332 | (609) 263-6666 |
| NJ | Plainsboro | O’Brien’s Response Management Inc. | 455 | (609) 275-9600 |
| NJ | South Plainfield | Qualified Spill Response, Inc | 651 | (866) 774-5575 |
| NJ | Clermont | Northstar Marine and Environmental Services | 668 | (609) 263-6666 |
| NJ | Westville | Coast to Coast International Marine Services | 694 | (856) 373-6378 |
| NJ | Mt. Holly | Active Environmental Technologies | 710 | (609) 702-1500 |
| NJ | Elizabeth | Clean Venture Inc. | 731 | (908) 354-0210 |
| NJ | Clayton | Clean Venture Inc. | 732 | (856) 863-8778 |
| NJ | Camden | Hudson Marine Management Services | 779 | (856) 342-7500 |
| NY | Great River | National Response Corporation | 16 | (631) 328-2517 |
| NY | Calverton | Miller Environmental Group | 20 | (631) 369-4900 |
| NY | Syracuse | EPS of Vermont | 54 | (315) 451-6666 |
| NY | Yaphank | Waste Recycling Solutions, Inc. | 160 | (516) 790-1450 |
| NY | Rochester | Sun Environmental Corp | 196 | (585) 436-5660 |
| NY | Glenmont | EPS of Vermont, Inc | 263 | (518) 465-4000 |
| NY | Southold | Sea Tow Services International | 335 | (631) 765-3660 |
| NY | Lindenhurst | Aarco Environmental Services | 402 | (631) 586-5900 |
| NY | Staten Island | Sector New York | 562 | (718) 354-4189 |
| NY | Manorville | Eastern Environmental Solutions | 609 | (631) 727-2700 |
| NY | Staten island | Millers Launch Inc. | 639 | (347) 731-1526 |
| NY | Rochester | Sun Environmental Corp | 700 | (585) 436-5660 |
| NY | Selkirk | Mac-Son Industrial Service, Inc. | 781 | (518) 756-7200 |
| OH | Oregon | C&W Tank Cleaning | 377 | (419) 691-1995 |
| OH | Cleveland | Environmental Management Specialists, Inc. | 473 | (440) 413-7439 |
| OH | North Canton | Sunpro, Inc. | 476 | (330) 966-0910 |
| OH | Amherst | R C Helland Consulting LLC | 511 | (440) 541-6463 |
| OH | Cleveland | D9 DRAT | 512 | (216) 902-6053 |
| OH | Findlay | Marathon Petroleum Company | 516 | (419) 429-5639 |
| OH | Lima | Allied Environmental Services, Inc. | 523 | (419) 604-9307 |
| OH | Columbus | Elemental Services & Consulting, Inc. | 539 | (740) 815-9660 |
| OH | Marietta | Green Hunter Environmental Solutions LLC | 575 | (985) 859-5389 |
| OH | Cincinnati | Superior Environmental Solutions | 627 | (513) 874-8355 |
| OH | Tipp City | High Tec Industrial Services Inc. | 708 | (937) 667-2323 |
| OH | Stow | EnviroScience, Inc. | 746 | (330) 608-6193 |
| OK | Wilson | A Clean Environment Inc. | 9 | (580) 668-2347 |
| OK | Tulsa | ACME Products | 10 | (918) 836-7184 |
| OK | Wilson | Hulls Environmental Services | 148 | (580) 668-2222 |
| OK | Guthrie | Environmental Management | 302 | (800) 510-8510 |
| OK | Edmond | MD Environmental, Inc. | 331 | (405) 285-7582 |
| OK | Wilson | A Clean Environment | 492 | (580) 668-2347 |
| OK | Yukon | Enviro Clean Services | 506 | (405) 373-4545 |
| OK | Ardmore | Dillon Environmental Services, LP | 613 | (580) 226-5303 |
| OK | Enid | Trinity Services & Consulting, LLC | 641 | (855) 723-3329 |
| OK | Fairview | IMMIX Environmental | 739 | (580) 227-3646 |
| OK | Guthrie | Environmental Management Inc | 748 | (405) 282-8510 |
| OR | Portland | Clean Rivers Cooperative, Inc | 92 | (503) 220-2087 |
| OR | Philomath | NWFF Environmental | 169 | (541) 929-4884 |
| OR | Portland | Sause Bros. Inc | 414 | (503) 784-2613 |
| OR | Portland | Clean Rivers Cooperative | 478 | (503) 220-2084 |
| OR | Ashland | Michael Early | 560 | (530) 209-9665 |
| PA | Royersford | Lewis Environmental Group | 8 | (610) 495-6695 |
| PA | Linwood | Delaware River & Bay Cooperative | 67 | (610) 859-2830 |
| PA | Carnegie | Weavertown Environmental Group | 75 | (412) 735-4893 |
| PA | Apollo | McCutcheon Enterprises, Inc. | 90 | (724) 568-3623 |
| PA | Mifflinville | Minuteman Spill Response, Inc. | 267 | (570) 441-9670 |
| PA | Harrisburg | Pa Department of Environmental Protection | 272 | (717) 787-5715 |
| PA | Lehigh Valley | JMT Environmental Technologies In | 327 | (610) 837-8000 |
| PA | Milton | Minuteman Spill Response, Inc | 339 | (570) 522-3799 |
| PA | Pittsburgh | Sunpro Environmental | 504 | (412) 220-4429 |
| PA | East Norriton | J&J Environmental, Inc. | 505 | (610) 277-4511 |
| PA | West Chester | Weston Solutions, Inc. | 574 | (610) 701-3132 |
| PA | Woodland | Bigler Boyz Enviro, Inc. | 665 | (814) 857-5004 |
| PA | Washington | Specialized Professional Services Inc. | 718 | (724) 986-5965 |
| PA | Winfield | Northridge Group, Inc. | 776 | (570) 809-2979 |
| PR | Penuelas | Caribe Hydroblasting Corp. | 17 | (787) 836-1110 |
| PR | Caguas | Inductech Environmental Services | 26 | (787) 743-6868 |
| PR | Toa Baja | COM Environmental Services | 423 | (787) 795-2498 |
| PR | Toa Baja | Caribbean Maritime Consulting Services, LLC | 780 | (787) 403-2329 |
| SC | North Charleston | Fog Free Technologies, LLC | 534 | (843) 735-6626 |
| SC | Charleston | NOAA | 699 | (843) 740-1318 |
| SC | Charleston | Rapid Ocean Response | 750 | (203) 536-2083 |
| TN | Goodlettsville | Tradebe Environmental, LLC | 114 | (224) 422-7381 |
| TN | Memphis | Jim’s Tank Service | 168 | (901) 626-7009 |
| TN | Chattanooga | Marion Environmental | 173 | (423) 499-4919 |
| TN | Nashville | Hazco, LLC | 456 | (855) 672-5858 |
| TN | Chattanooga | MSR | 507 | (615) 581-0888 |
| TN | Knoxville | HEPACO | 660 | (800) 888-7689 |
| TN | Goodlettsville | First Response Environmental Group | 683 | (800) 914-9111 |
| TN | Memphis | Okie Moore Diving and Marine Salvage, LLC | 684 | (901) 277-1497 |
| TN | Memphis | Okie Moore Diving and Marine Salvage, LLC | 685 | (901) 277-1497 |
| TN | Memphis | Okie Moore Diving and Marine Salvage, LLC | 686 | (901) 277-1497 |
| TX | Pasadena | Clean Channel Association | 11 | (713) 534-6195 |
| TX | Deer Park | Garner Environmental Services | 27 | (281) 930-1200 |
| TX | Corpus Christi | Corpus Christi Area Oil Spill | 33 | (361) 882-2656 |
| TX | Houston | United States Environmental Services, L.L.C. | 38 | (888) 279-9930 |
| TX | Corpus Christi | Miller Environmental Services, Inc. | 72 | (361) 289-9800 |
| TX | Galveston | T&T Marine Salvage, Inc. | 115 | (409) 744-1222 |
| TX | Ft. Worth | TAS Environmental Services LP | 157 | (888) 654-0111 |
| TX | Houston | Horizon Environmental | 159 | (936) 494-6019 |
| TX | Channelview | R&D Environmental Services, Inc. | 199 | (281) 860-0035 |
| TX | Austin | Texas General Land Office | 202 | (512) 475-1575 |
| TX | Baytown | Phoenix Pollution Control & Environmental Services | 206 | (281) 838-3400 |
| TX | Haltom City | Allied International Emergency, LLC | 216 | (817) 595-0100 |
| TX | San Antonio | Alamo1 | 279 | (210) 404-1220 |
| TX | League City | Blast Industrial Cleaning Services, Inc. | 280 | (281) 557-1000 |
| TX | Houston | TRP | 307 | (281) 955-9600 |
| TX | Houston | Enterprise Products Operating LLC | 316 | (713) 381-8270 |
| TX | Houston | American Bureau of Shipping | 347 | (281) 673-2747 |
| TX | Crosby | Shelton Services Inc. | 355 | (281) 324-5100 |
| TX | Cypress | The Response Group | 358 | (832) 493-1966 |
| TX | Houston | Technical Response Planning Corp. | 363 | (281) 955-9600 |
| TX | Spring | O’Brien’s Response Management | 366 | (907) 550-8526 |
| TX | Corpus Christi | Miller Environmental Services, Inc. | 426 | (800) 929-7227 |
| TX | Houston | Helix Well Containment Group | 430 | (713) 341-5000 |
| TX | Houston | Marine Well Containment Company | 431 | (281) 820-8805 |
| TX | LaPorte | M&M Protection, LLC | 432 | (832) 473-7927 |
| TX | Beaumont | Trinity Environmental Resources | 441 | (409) 722-6700 |
| TX | Magnolia | Accuworx Environmental Inc. | 458 | (832) 934-1221 |
| TX | Houston | Deep Sea Development Services Inc | 460 | (281) 858-8200 |
| TX | Orange | Donovan Industrial Service, LLC | 461 | (409) 920-6873 |
| TX | Blue Mound | United Professional Services, Ltd | 493 | (817) 306-7892 |
| TX | Cypress | The Response Group | 501 | (281) 880-5000 |
| TX | Houston | American Commercial Lines | 515 | (281) 372-0675 |
| TX | Henderson | Southland Response, LLC | 530 | (936) 465-4460 |
| TX | Kilgore | C&S Lease Service LC | 543 | (903) 988-8642 |
| TX | Cypress | The Response Group Inc. | 564 | (281) 880-5000 |
| TX | Houston | Midlinx | 577 | (281) 702-9495 |
| TX | Deer Park | SLICK Response Services, LTD | 579 | (832) 509-9573 |
| TX | Cypress | The Response Group | 580 | (281) 880-5000 |
| TX | Texas City | Bryant Industrial Services, LLC | 597 | (956) 572-6661 |
| TX | Humble | T&T Salvage, LLC | 600 | (281) 446-4010 |
| TX | Waco | Grones Environmental Services Ltd. LLP. | 631 | (254) 829-2796 |
| TX | Roscoe | Smartt Move, LLC. | 635 | (325) 933-8030 |
| TX | League City | AE Consulting, LP | 643 | (832) 274-5500 |
| TX | Helotes | Watchtower Defense | 670 | (210) 385-3657 |
| TX | San Antonio | US Data Wing | 671 | (832) 653-1057 |
| TX | San Antonio | Tesoro | 687 | (210) 626-4065 |
| TX | Richmond | Fototerra Aerial Survey LLC | 691 | (832) 318-3314 |
| TX | Baytown | Resolute Environmental & Response Services LLC | 707 | (832) 799-7830 |
| TX | Cypress | The Response Group | 715 | (281) 880-5000 |
| TX | Tyler | Lone Star Hazmat Response | 719 | (936) 465-4460 |
| TX | Gun Barrel City | Skytexus | 721 | (469) 355-6145 |
| TX | Haslet | Emergency Environmental Services | 726 | (817) 750-0595 |
| TX | Austin | Statoil Oil & Gas LP | 734 | (512) 427-3351 |
| TX | Bryan | Lochow Ranch Pond and Lake Management | 736 | (866) 422-9022 |
| TX | Cypress | The Response Group | 741 | (281) 880-5000 |
| TX | Houston | TransCanada | 742 | (832) 364-5850 |
| TX | Cresson | Spur Environmental Services | 744 | (817) 293-1515 |
| TX | Houston | Sprint Energy Services, LLC | 763 | (210) 508-0893 |
| TX | La Porte | M&M Protection, LLC | 768 | (281) 842-8300 |
| TX | Laporte | Haz-Mat Special Services LLC | 775 | (832) 301-2019 |
| TX | Houston | Energy Transfer | 778 | (713) 989-6438 |
| UT | North Salt Lake | Enviro Care, Inc | 605 | (801) 299-1900 |
| VA | Roanoke | LCM Corporation | 1 | (540) 344-5583 |
| VA | Herndon | Marine Spill Response Corporation | 22 | (703) 326-5617 |
| VA | Norfolk | Industrial Marine Service, Inc. | 39 | (757) 543-5718 |
| VA | Portsmouth | Accurate Marine Environmental | 145 | (757) 342-1467 |
| VA | Alexandria | PCCI, Inc | 194 | (703) 684-2060 |
| VA | Alexandria | Donjon-SMIT, LLC | 226 | (908) 482-0293 |
| VA | Williamsburg | C.A. Huber, Inc. | 232 | (757) 253-9875 |
| VA | Norfolk | Coastal Services | 290 | (757) 488-4244 |
| VA | Reston | IntraPoint | 453 | (703) 476-1166 |
| VA | Cape Charles | SEA Consulting Group | 581 | (757) 331-1787 |
| VA | Sterling | BSEE | 698 | (703) 787-1655 |
| VT | Road Town | Department of Disaster Management | 637 | (284) 468-4201 |
| VT | Barre | Accuworx USA, Inc | 529 | (888) 231-9396 |
| WA | Longview | Cowlitz Clean Sweep, Inc. | 121 | (888) 423-6316 |
| WA | Seattle | D13 DRAT-USCG | 217 | (206) 220-7219 |
| WA | Seattle | The Glosten Associates, Inc. | 334 | (206) 624-7850 |
| WA | Gig Harbor | Praetorian Response | 411 | (360) 731-2627 |
| WA | Seattle | Global Diving & Salvage, Inc. | 542 | (206) 623-0621 |
| WI | Germantown | Veolia -ES Special Services, Inc. | 14 | (262) 236-8130 |
| WV | Morgantown | Mid-Atlantic Response Group, LLC | 712 | (337) 321-1883 |
| WV | Morgantown | Envirotrac LTD | 766 | (304) 322-2614 |
| **Canada** | | | | |
| BC | Ladysmith | Above Ground Risk Ltd | 728 | (250) 924-7793 |
| OT | Southampton | Oil Spill Response | 229 | (238) 033-1551 |
| OT | Marrero | Saints Environmental | 407 | (252) 331-6000 |
| QB | Montreal | Allerair Industries | 295 | (888) 852-8247 |