



Oil Train Safety Symposium

April 27, 2016

Event Summary



*Pacific NorthWest
Economic Region*





About the Center for Regional Disaster Resilience:

The Center for Regional Disaster Resilience works on emergency preparedness and disaster resilience projects across the Pacific Northwest. The CRDR operates under the umbrella of the Pacific Northwest Economic Region (PNWER) and is committed to working with states, provinces, territories, and communities to create public-private partnerships, develop action plans, and undertake pilot projects and activities to improve regional disaster resilience cooperation.

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EXECUTIVE SUMMARY

The Oil Train Safety Symposium was held on April 27, 2016 in Lakewood, Washington at the Clover Park Technical College. Nearly 200 participants from both public and private sectors, and from across the Pacific Northwest, took part in the day-long event focused on providing a comprehensive look at safety in the transport of oil by rail from the Midwest to the ports and refineries on the West Coast. Presentations addressed current and proposed regulations, accident prevention, local capacity for spill response and mitigation, and best practices.

The symposium provided a unique opportunity for emergency management personnel and industry leaders to meet with over 20 elected officials and representation from federal congressional delegation. King5TV, TVWashington, Seattle Times, and KomoNews were also in attendance, conducting interviews and providing media coverage for the entire event.

The symposium was developed over the course of several months, originating from the Transportation Working Group discussion at the 2015 Pacific Northwest Economic Region (PNWER) Summit in Big Sky, Montana. Based on presentations by the Federal Railroad Administration, Transport Canada, and Greenbrier Co, with input from BNSF and Canadian National Railway, it was proposed that the region could benefit from an Oil Train Safety event in early 2016. PNWER's Center for Regional Disaster Resilience, under Eric Holdeman, took the lead in organizing the symposium and developing the agenda through a series of conference calls with PNWER's Transportation Co-Chairs Bruce Agnew and Senator Chuck Winder.

Feedback from the event was strong. Many positive comments made throughout the day and 88.9% of replying participants answered "excellent" or "very good" regarding their overall impression of the symposium. Over the course of the day, a few themes and key takeaways arose, with the importance of communication and preventative information sharing among all stakeholders emerging as a priority. Other key themes included the need to normalize regulations and rail safety standards throughout the region, the importance of recognizing that rail transport of hazardous materials is not limited to crude oil, the distinction between marine vessel oil transport preparedness and oil by rail emergency preparedness, and the necessity for greater outreach to communities on preventative and evacuation plans.

ACTION STEPS

Based on participant feedback, planning team input, discussion outcomes, and common themes from the day's speakers, the following action items and potential next steps were developed:

- Develop a one-page Frequently Asked Questions to help raise situational awareness amongst legislators and communities & develop a single repository for oil and hazardous material train safety information;
- Continue to support the development of a regional oil by rail Contingency Plan, involving all local, state-wide, and federal stakeholders;
- Grow region-wide knowledge of oil train safety planning through training and outreach, including additional educational events;
- Develop formal partnerships for information sharing around oil train safety and other critical infrastructure concerns.

Speaker Presentations & Media Coverage : <http://bit.ly/oiltrainsafety>

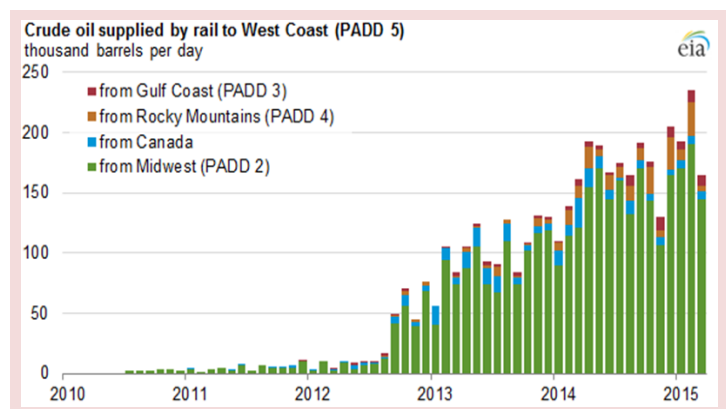
PANELS & PRESENTATIONS

Welcome featuring PNWER Transportation co-chairs: Senator Chuck Winder, Idaho Legislature and Bruce Agnew, Cascadia.

Senator Winder and Mr. Agnew opened the Oil Train Safety Symposium by outlining the goals of the day and highlighting the increased importance of this topic to the Pacific Northwest. They stressed a desire for building better private and public sector collaboration in the region and encouraged the sharing of best practices across state and national borders on the topic of oil train safety.

Setting the Stage: Background Information and Case Studies

Kurt Reichelt, Senior Project Manager and Vice President at HDR, began the event by giving an overview of crude oil by rail, the rapid expansion of crude oil production by inland states in the last 10 years, and the implications of these factors on the Pacific Northwest. According to the American Association of Railroads, carloads carrying oil rose by more than 5,000 percent between 2008 and 2014. With limited pipeline capacity and refineries and terminals on the West Coast, the railroads have expanded their capacity to increase crude oil transport.



Two speakers from the State of Iowa's Departments of Transportation and Homeland Security & Emergency Management joined the panel to discuss an extensive study they facilitated on crude oil and ethanol transportation. **Susan Dixon** and **Tamara Nicholson** explained that their study was conducted in Iowa to evaluate the risks and vulnerabilities on a county-by-county basis. They presented a meaningful case study for the Northwest by integrating the railroads, the state agencies, and the local first responders into a single comprehensive risk reduction and response plan.

Jared Larrabee, General Manager of the Vancouver Energy Project, reiterated the significant increase in crude oil supply to the West Coast. With this national context in mind, Mr. Larrabee presented the current proposed development of the Vancouver Energy terminal and noted that major investments to infrastructure on the West Coast is required in order to handle products safely within the supply chain. Safety considerations for West Coast projects include: collaboration with state inspectors, phasing in the newest train car model (Tesoro DOT 120), and coordinating with North Dakota regulators to provide data, sampling, and testing.

The panel was moderated by **Phillip Webber**, Witt O'Brien's, LLC, who worked with Ms. Nicholson and Ms. Dixon on their comprehensive safety study in Iowa.

Oil Train Safety Regulations: Current and Proposed

This panel was moderated by **Representative Jessyn Farrell** of the Washington State Legislature. Representative Farrell was a sponsor of House Bill 1449, which requires rail operators to have a state-approved contingency plan for oil spills and expanded protection requirements to all modes of oil transportation. She noted that transparency relating to oil transportation is a priority of legislators.

PANELS & PRESENTATIONS

Laureen Kinney, Assistant Deputy Minister of Transport Canada, began her presentation with the measures taken in Canada following the 2013 crude oil train derailment in Lac Megantic that took 47 lives. In response to the accident, Transport Canada implemented immediate and long-lasting expansion of oversight capacity and preparedness, as well as more stringent operational safety requirements for the railways. More recently, additional regulations were applied to railway speeds, track inspections, and risk assessments; the results of which were made available to the community.

Matthew Brewer, the Federal Railroad Administration's Deputy Regional Administrator, highlighted the importance of competent and full-service support in the event of an accident and it is important that regulations address prevention and mitigation. In 2015, U.S. Department of Transportation issued the high-hazard flammable train rule (HHFT), which required speed restrictions, enhanced braking systems, safety improvements in tank car design, and making HHFTs subject to PHMSA's existing rail routing rules. In response to Rep. Farrell's call for greater transparency, Mr. Brewer noted that rail companies

are still responsible for sending certain notifications to Notifications State Emergency Response Commissions (SERCs) and Tribal Emergency Response Commissions (TERCs) about the expected movement of Bakken crude oil trains through individual states and tribal regions.

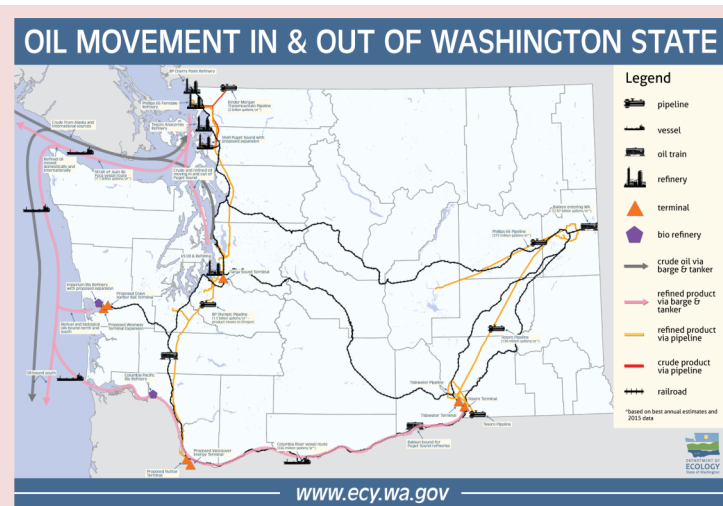
Dale Jensen of the Department of Ecology and **Jason Lewis** of the Washington State Utilities and Transportation Commission (UTC) discussed regulations in Washington States. Mr. Jensen explained that much of Ecology's mandate on oil train safety regulations comes directly from the state legislature, including the upcoming rule-making regarding oil movement

by rail advance notifications and contingency plans (expected Fall 2016). He noted that while Washington State has strong contingency and emergency response planning for marine vessel oil movement, contingency planning for oil by rail has only recently become a state priority.

Mr. Lewis elaborated on the implications of HB 1449 and spoke on the regulations for railroad inspection capacity, private crossings, and inspections of private shipper property. Additionally, under UTC direction, railroad companies are required to provide information on the company's financial ability to pay for a "reasonable worst case" spill in their annual safety report.

Emergency Management Spill Response: State Planning Efforts

Pat Brady, HazMat Director for BNSF, presented an overview of safety measures regarding risk with rail transportation. BNSF prioritizes prevention and exceeds track inspection requirements laid out by the FRA, checks key routes at least four times weekly, and utilizes more than 2,000 trackside detectors. While the goal is to eliminate the need for responding, Mr. Brady noted that BNSF continues to train responders in the Pacific Northwest and provide information to the public in the event of an incident.



Washington 2014 Marine and Rail Oil Transportation Study

The Governor's 2014 budget provided one-time funding for Ecology to conduct a Marine and Rail Oil Transportation Study. The objective of the study was to analyze the risks to public health and safety and the environmental impacts associated with the transport of oil in Washington state.

The findings and recommendations, which prompted HB 1449, can be found here: <https://fortress.wa.gov/ecy/publications/documents/1508010.pdf>.

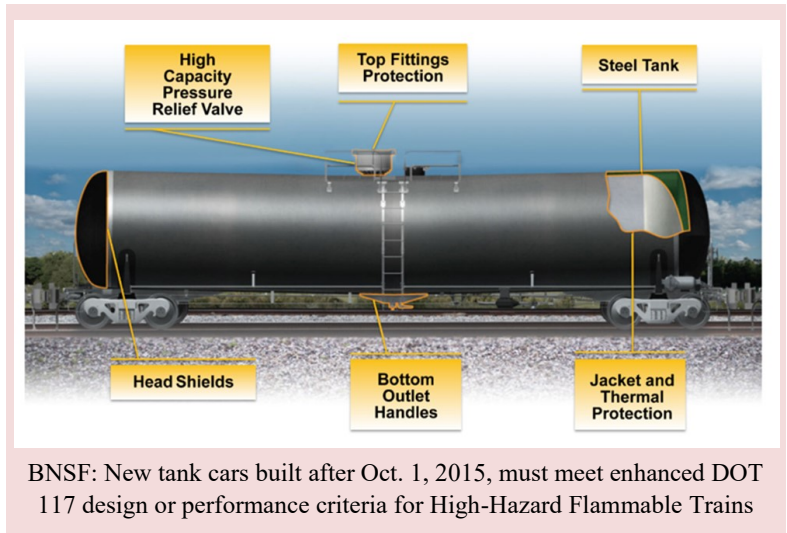
PANELS & PRESENTATIONS

Dan Banks, speaking for the Washington Emergency Management Division, is responsible for the planning and preparation of prevention and response to incidents on state and local levels. One of the key strategies for achieving this goal is through Local Emergency Planning Committees (LEPCs). The LEPC is responsible for developing a local emergency plan for their district and for the collection of information submitted by industry, which is made available to the public.

Pierce County Emergency Management's **Richard Schroedel** provided a case study of local needs and challenges by illustrating Pierce County's context and approach to emergency management. His division tracks the movement of transported chemicals and has created a process to offer information to residents related to rail transport. The division also maintains a generic response framework that can be applied to numerous potential threats.

Mike Mitchell, Assistant Chief of the Tacoma Fire Department, provided a dynamic presentation that reiterated that collaboration and the establishment of relationships prior to an incident is a crucial aspect of preparedness. He noted that the goals of first responders are constantly changing when addressing different incidents, with demands on operational capabilities in constant fluctuation, leading to an even more significant need for open communication among various stakeholders.

Chad Hawkins, Hazmat Rail Coordinator at the Oregon Office of State Fire Marshal, provided insight on the direct correlation between legislative action and emergency preparedness. In response to an assessment survey that noted 81% of state agencies did not feel they have the necessary equipment for a HazMat incident, the Oregon State legislature passed House Bill 3225. He also noted that given the department's primary challenge was financial constraints, the OSFM developed sponsorship agreements with BNSF and Union Pacific, which will supply the state of Oregon with the necessary tools in order to be more adequately prepared.



Ecological Spill Response: Local Capabilities and Capacities to Respond

This panel was moderated by **Representative Gael Tarleton** of the Washington State Legislature. She noted that in 2014, there was an oil train derailment in her district (WA-36). While there were no spills or injuries, oil by rail safety is an increasingly important issue for the Representative and her constituents.

Lauren Kinney, Transport Canada, spoke again on the aftermath of the Lac Megantic crisis. She noted that the Emergency Response Task Force (created in response to the accident) was effective in part due to collaboration between the public and private sectors, as well as the impacted communities. The Task Force is designed to provide advice and recommendations for responders and provinces on federal regulations and public safety concerns.



PANELS & PRESENTATIONS

Dave Byers, Response Section Manager for Washington State Department of Ecology, presented the Northwest Area Contingency Plan, a self-launching, region-specific branch of the National Contingency Plan. He also noted that although public safety is the primary concern of the state, the impacts of incidents can also include significant environmental, cultural, and economic costs.

Calvin Terada, Environmental Protection Agency, and **Captain Joe Raymond**, Sector Puget Sound Commander of the United State Coast Guard, both supplemented Mr. Byers' presentation with their own experiences. Mr. Terada addressed the importance of capabilities to self-deploy at federal, state, local, tribal, and industry levels. The Columbia River Gorge is a current priority for the Agency. Captain Raymond brought attention to the necessity of drills and exercise, stating that they provide invaluable lessons and experience.

Public Officials and Stakeholders Response Panel

Participants:

- ◆ **Glen Bailey**, Commissioner, Bonner County, Idaho
- ◆ **Herb Krohn**, Washington State Legislative Director, United Transportation Union
- ◆ **Representative Hans Zeiger**, Washington State Legislature
- ◆ **Representative Luis Moscoso**, Washington State Legislature
- ◆ **Clare Petrich**, Commissioner, Port of Tacoma
- ◆ **Representative Matt Manweller**, Washington State Legislature
- ◆ **Representative Barbara Smith Warner**, Oregon State Legislature
- ◆ **Senator Chuck Winder**, Idaho State Legislature



This panel was designed to give public officials and stakeholders the opportunity to respond to the information and best practices given throughout the day. The panelists agreed that this topic is of great regional importance and deserves bi-partisan support within the legislature and the public.

Representative Moscoso and Representative Smith Warner agreed that it is crucial that anti-oil or fossil fuel sentiments do not cloud the importance of increasing the safety of existing transportation. All citizens have an interest in making the current oil by rail situation as safe as possible. Representative Manweller and Representative Zeiger echoed these sentiments in their comments as well.

One of the most valuable takeaways for officials was the connections they were able to make during this symposium. It is crucial for regional oil by rail safety stakeholders and emergency responders to stay connected throughout the corridor. Mr. Bailey stated that the delegation from Bonner County attended the conference in the hopes of 'stealing ideas' and learning best practices, and the connections he made during the symposium will be invaluable in Idaho's planning.

The public officials also agreed that perhaps the most important issue for them is educating the public and ensuring a productive public discourse on the topic of oil by rail. Ms. Petrich noted that there is an abundance of misinformation and it's the collective responsibility of everyone at this symposium to continue to reach out to communities and increase awareness of available resources and information.

REGISTERED ORGANIZATIONS

Alon USA	Graham Fire & Rescue	Seattle Fire Department
Amber Carter Government Relations LLC	Granite Construction Company	Sensorware
Amtrak	Greater Spokane Emergency Mgmt	Small Business Association
Aronson Security Group	HDR	SMART union Transportation Division
BC Ministry of Environment	Idaho Dept of Environmental Quality	SmartRail
BergerABAM	Idaho State Legislature	Stauffacher Communications
BLET-WSLB	Iowa Department of Transportation	Swedish Medical Center
BNSF Railway Company	Iowa Homeland Security and Emergency Mgmt	Tacoma Fire
Bonner County Comission, Idaho	Kent Fire RFA	Tacoma Public Utilities
Bonner County Emergency Management	King County	Tacoma Rail
BP Fuels North America	King County Office of Emergency Mgmt	Tacoma Water
BST Associates	KING-TV	Tacoma-Pierce County Health Dept
Cascadia	KOMO News	Targa Sound Terminal
Center for Regional Disaster Resilience	Lakewood Police Department	Tesoro
Center of Excellence - Homeland Security Emergency Management	Lamor	The Beckett Group
Center of Excellence - HSEM	Longview Fire Department	Thurston County Emergency Management
Central Pierce Fire & Rescue	MultiCare Health System	Town of Steilacoom
CHI-Franciscan	Office of Congressman Dave Reichert	Transport Canada
Citizens for a Healthy Bay	Office of Program Research, House of Representatives	Tumwater Fire Department
City of Auburn	Office of Senator Maria Cantwell	TVW
City of Kirkland	Office of Senator Patty Murray	U.S. Department of Homeland Security
City of Puyallup	Oregon State Fire Marshal's Office	United States Coast Guard
City of Tukwila	Oregon State Legislature	University of Lethbridge
Columbia Basin Railroad	Pacific NorthWest Border Health Alliance	US Oil & Refining Co
Concordia University-Portland	Pacific Northwest Economic Region	Vancouver Energy
Council of State Governments West	Pacific States/British Columbia Oil Spill Task Force	Vancouver Fire
Cp + Y inc	Phillips 66	WA MIL EMD
Department of Ecology	Pierce County Department of Emergency Management	Washington Department of Ecology
Department of Homeland Security	Port of Olympia	Washington Ports
DOC/NOAA/National Weather Service	Port of Seattle	Washington State Dept. of Health
DuPont Fire Department	Port of Tacoma	Washington State Emergency Mgmt Division
Embry-Riddle Aeronautical University	Puget Sound Refinery	Washington State Legislature
Environmental Protection Agency	Puget Sound Regional Council	Washington State Utilities and Transportation Commission
FBI	RPS Evans-Hamilton	West Pierce Fire Rescue
Federal Railroad Administration	Savage Services	Witt O'Brien's
FEMA	Seattle City Light	WSDOT
Gleaves Consulting	Seattle Department of Transportation	Ziegler Public Affairs