



TRANSPORTATION RAIL INCIDENT PREPAREDNESS & RESPONSE:

REVISION 2.0

SUMMARY OF CHANGES

MISSION:

The Transportation Rail Incident Preparedness and Response (TRIPR) High Hazard Flammable Trains (HHFT) resource materials provide critical information on best practices related to rail incidents involving Hazard Class 3 flammable liquids such as petroleum crude oil and ethanol. A key component of this initiative has been to learn from past experiences and to leverage the expertise of public safety agencies, rail carriers, and industry subject matter experts in order to prepare first responders to safely manage rail incidents involving commodities such as crude oil and ethanol. The information and resources found in the TRIPR modules and scenarios supplement the information outlined in the Commodities Preparedness and Incident Management Reference Sheet for Petroleum Crude Oil and HHFT Supplemental Paper and Timeline.

BACKGROUND:

With an increase in the production and movement of commodities such as crude oil and ethanol by rail and highway, it is important that the risk of incidents be minimized through a strategic approach. After a considerable increase since 2008 and derailments involving crude oil shipments, focus on the safe transportation of bulk hazardous materials by rail was renewed. Denatured fuel ethanol, also referred to simply as “ethanol”, is also routinely transported by rail. Ethanol preparedness and response information is included to round out this information resource.

Pipeline Hazardous Material Safety Administration (PHMSA) and the Federal Railroad Administration (FRA) worked with the U.S. Fire Administration (USFA), TRANSCAER®, the Association of American Railroads (AAR), rail industry owners and operators, the American Petroleum Institute (API), Renewable Fuels Association (RFA) and the emergency response community to address the hazards associated with incidents involving hazardous materials unit trains. Collaboration with stakeholders resulted in the development of the Crude Oil Rail Emergency Response Workgroup which subsequently created the Commodities Preparedness and Incident Management Reference Sheet for Petroleum Crude Oil. The information in the reference sheet and the expertise shared during these collaborative efforts are the backbone of the TRIPR program.

The TRIPR materials have been available at <http://dothazmat.vividlms.com/tools.asp> since October 6th, 2015. Over that time, more than 50,000 users have accessed the material online. During the last 3 years, with the addition of the HHFT Supplemental Paper and Timeline, updates have been made to reflect current practices and lessons learned from real events.



TRANSPORTATION RAIL INCIDENT PREPAREDNESS & RESPONSE:

REVISION 2.0

SUMMARY OF CHANGES

Revision:

On August 17th, 2017, HAMMER and PHMSA met with stakeholders that included representatives from AAR, API, National Fire Academy (NFA), TRANSCAER®, Environmental Protection Agency (EPA), U.S. Coast Guard (USCG), RFA, and rail industry owner and operators. The meeting was scheduled to discuss any required updates to the TRIPR materials that would ensure they were current to best prepare first responders for an emergency of this nature.

The following changes to the TRIPR materials were agreed upon and have been implemented in this revision 2.0:

Updated HHFT Supplemental Paper & Timeline:

- Convert all references from Flammable Liquid Unit Train (FLUT) to High Hazard Flammable Train (HHFT)
- Added table to reflect addition of DOT-120 Pressure Tank Car Standards
- Updated U.S. Fixing America's Surface Transportation (FAST) Act Phase Out Schedule Table
- Updated Transport Canada Phase Out Schedule Table
- Added foam application information from National Fire Protection Association Research Foundation HHFT On-Scene Incident Commander Guide (FPRF-2016-12)

Updated Commodities Fact Sheet to reflect:

- Guidance in the HHFT Supplemental Paper and Timeline
- NFPA foam document (NFPA 11)
- New definition of HHFT unit train
- Updated contact information

Updated all Module Presentations:

- Converted all references from FLUT to HHFT
- Removed statistical data that will not be applicable in the long term
- Updated emergency contact information
- Update to reflect new HHFT Supplemental Paper information based on recent events and lessons learned
- Removed out-of-date lessons learned round table references
- Updated to reflect latest National Incident Management System requirement document information
- Updated with new rail car specifications for DOT-111, -117, -120, and CPC-1232.