



THE INTERAGENCY BOARD

April
2015

Training Trigger: Crude Oil Rail Shipments

OPERATIONAL ISSUE

As domestic oil production has increased, so has the shipment of crude oil by rail. The typical train carrying crude oil is over a mile long, consisting of 100 or more cars, each carrying 30,000 gallons of crude. Bakken crude oil accounts for much of this increased oil production and comes from a rock formation found in Montana, North Dakota, and the adjacent Canadian provinces of Saskatchewan and Manitoba. Derailments and incidents involving trains over a mile long carrying crude oil pose unique challenges for responding organizations since an incident may involve the release and or ignition of thousands of gallons of product.

FAST FACTS

- Responses to crude oil incidents may require specialized outside resources whose arrival will be delayed
- Derailments will likely require mutual aid and a more robust incident management system than responders would typically employ
- Crude oil is not a uniform substance and its chemical and physical properties can vary based on production site
- Traditional firefighting strategies and tactics may not be effective against crude oil because it contains flammable gasses

ACTIVITIES

Given the unique challenges posed by a response to a crude oil derailment, the InterAgency Board Training & Exercises (T&E) SubGroup recommends that organizations:

1. Review and update mutual aid agreements to account for the need to manage a derailment given the likelihood of road closures, significant detours, and the need to access the scene from more than one direction
2. Review format and process for resource requests in response to a crude oil incident
3. Update emergency operations and response plans to include 24 hour emergency numbers for all Class I railroads (see PHMSA table)
4. Develop a railroad annex for emergency operations and response plans including evacuation, control, transportation, and housing considerations
5. Include crude oil shippers and rail carriers in incident planning and exercises for their jurisdiction
6. Contact state and local environmental protection agency to identify air monitoring and spill control capabilities
7. Predetermine communication plan (example: ICS form 205/205A)

**As the InterAgency Board identifies new information on this topic, it will be posted in the “Documents” area of the IAB website. Please contact the InterAgency Board at info@interagencyboard.us with any comments, feedback, and questions. Additional information on the InterAgency Board is available at www.IAB.gov.

TEMPLATES/BEST PRACTICES

[Sample mutual aid agreement](#)

[CA Mutual Aid System](#)

[IL Mutual Aid System](#)

[Sample updates to EOP](#)

[USFA - Petroleum Crude Oil: Principles of Successful Incident Management](#)

[Sample resource request format](#)

[Sample state roles and responsibilities for crude oil by rail](#)

[Sample emergency procedures manual and oil spill response](#)

[Sample exercise materials](#)

[ICS form 205 – radio communications](#)

[ICS form 205A – communications list](#)

OTHER RESOURCES

[PMHSA Petroleum Crude Oil Commodity Preparedness and Incident Management Reference](#)

CHEMTREC 1-800-424-9300

US Coast Guard National Response Center 1-800-424-8802

NTSB 844-373-9922

[NFPA 11 – Standard for Low- Medium- and High-Expansion Foam](#)

[American Petroleum Institute Recommended Practice 98 – PPE Selection for Oil Spill Responders](#)

[EPA contact numbers](#)

[DOT Emergency Response Guidebook](#)