Local Emergency Planning Committee
for New Castle County
P.O. Box 2998
Wilmington, DE 19805-0998
Phone (302) 395-3633
FAX (302) 323-4573
David Irwin, Chairman
Tom Kovach, Vice Chairman
Jacob Morente, Vice Chairman

Meeting Agenda
January 13, 2014
2:30 PM

Host: Wilmington Office of Emergency Management

Meeting Location:
Wilmington Emergency Operations Center
22 S. Heald Street
Wilmington, Delaware 19801

Agenda:

1. Welcome	George Giles, Director, Wilmington Office of Emergency Management.
2. Introductions	
3. Agenda Approval	
4. Meeting Minutes Approval	
5. Committee Reports	
a. Finance	David Irwin
b. IT	David Irwin
c. Training	Mark Dolan
d. Transportation	Al Stein
e. Steering Committee	Bob Barrish
6. Tier II Report	Kris Gontkovsky
7. SERC/DENS Report	Kevin Kille
8. Staff Report	David Irwin, Jake Morente
9. Old Business	
a. NCC Special Services 2016 Sewer Disruption	Joe Cochran, NCC OEM
b. 7th Annual HazMat Workshop Update	David Irwin
c. 2014 Meeting Hosts	David Irwin
10. New Business	
a. Renewal of LEPC Staff Agreements	Bob Barrish
b. FY 2015 Budget Approval	David Irwin
c. FY 2015 Work Plan Approval	David Irwin
d. LEPC Reports	LEPC Chairs
11. Government Emergency Telecommunications and Wireless Priority Service.	Joe Rubin, WSFS Disaster Recovery Specialist
12. Any Other Business	All
13. Adjourn	

NCC LEPC

Meeting Minutes of November 18, 2013.
Printpack Inc.

The meeting was called to order at 2:30 by Chairman Dave Irwin.
Attendees list attached.

Chairman Irwin thanked Printpack for hosting the meeting.
Alex DeDeaux, Human Resource Manager thanked us for coming and
Dan Blume, Plant Manager welcomed us and also thanked us for coming

Introductions were held.

The meeting agenda was approved.

Minutes were approved in written form motion by George Giles, 2nd by
Bob Barrish.

Committee Reports:

Finance – Chair Irwin said we are in good shape. Started the budget
July 1st and will end June 30, 2014. Balance as of this date is $66,408.18.

IT – December 4, 2013 is the next meeting at DSFS. Report attached.

Training – Mark Dolan's report attached.

Transportation - Al Stein report attached.

Staff Report- Staff reports from Dave Irwin and Jake Morente are attached.

SERC/DEMA Activities – Kevin Kille reports HMEP FY13 Packets have been
Sent out and returned with the exception of a couple. There was a 6 ½ % cut due to sequestration.
Chairman Irwin asked how that's possible since the funds used for HMEP is based on a fee based system
and there was not a 6 ½ % reduction in fees? Kevin stated he asked that same question and was
informed that the 6 ½ % reductions was across the board. Kevin also reported that if you don't spend it
the Fed's say don't ask for it next year. Chairman Irwin reported that all of the LEPC's approved
planning and training projects were completed.
SERC meeting Thursday @ DEMA Planning & Training, quarterly meeting
December 11th at DSFS.
Hazmat Study – Not able to distribute at this time but Kevin will come to

do a briefing.
It was reported at the water supply meeting that Delaware has reported arsenic more than any other state.

Tier II Report – Kris Gontkovsky -Report attached.

Old Business:
Chairman Irwin reported that the 2014 Hazmat Training Workshop program is almost finalized. The Hazmat Training Workshop is scheduled for Friday April 25th (pre-workshop training sessions & team building dinner) and Saturday April 26th (workshop training sessions). All sessions are 3 hours in duration. Chairman Irwin provided an overview of the planned sessions. A save the date notice will be sent out by December. The registration process will be rolled during the week of January 6, 2014. He reminded the group that this workshop and dinner is free to all attendees thanks to the generosity of sponsors and grants. For the 2014 event there will three levels of sponsorship, Silver - $500.00, Gold- $750.00, and Platinum - $1000.00. Exhibitor tables are once again available at $250/table with space outside to display large pieces of apparatus. Chairman Irwin requested that LEPC members consider becoming a sponsor or exhibitor. Attendance will be limited to 300 and for the 2013 event we had 247 attendees. To ensure your choice of session's early registration is recommended. Margie will send out the save the date information as soon as it is available.

Director George Giles reported that the cause of Wilsmere CSX Fire has not been determined yet.

Chairman Irwin requested 2014 meeting hosts. If you are willing to host one of the six meetings please sign up today. The 2014 meeting dates are:

1. January (2nd Monday)	1/13/14	Wilmington OEM
2. March (2nd Monday)	3/10/14	
3. May (2nd Monday)	5/12/14	BASF Newport
4. July (2nd Monday)	7/14/14	DuPont Edgemoor
5. September (2nd Monday)	9/8/14	DuPont Stine Haskell
6. November (2nd Monday)	11/10/14	DCRC Bretz

Chairman Irwin discussed the U. S. Department of Homeland Security's "Active Shooter, How To Respond" booklet. Information on active shooter preparedness can be found at www.dhs.gov/active-shooter-preparedness , where you can also download a copy of the booklet.

New Business:

LEPC Reports-
Wilmington – George Giles reported Wilmington is doing ok. WFD Hazmat team up and running SOP's in line.

Sussex – Chip Stevenson reported that their next meeting will be January 9th.

New Castle County – Joe Cochran reported that the CERT Advanced Training was well attended and well received.

Vice Chairman Morente reported on his attendance to the Emergency Preparedness & Hazmat Response Conference in Baltimore, MD. He provided an overview of the sessions he attended and discussed his participation in a Baltimore LEPC meeting.

Chairman Irwin reported on his attendance to the NASTTPO meeting and HOT ZONE Conference in Houston, TX. He commented that based on his observations of other state programs Delaware has good emergency preparedness planning processes in place, excellent training opportunities and is fortunate to enjoy a high level of support from industry and the community and excellent guidance and over site from local and state government agencies including the state legislature.

Al Stein reported that a baby got hit by a train in Philadelphia. The report was that the father was over the yellow line holding the child. He reported that there has been a 25% increase in pedestrian death's this year.

A presentation was given on the role, responsibilities and capabilities of the Maritime Exchange for the Delaware River and Bay by Paul Myhre, Director of Operations.

Bernadene Wasserleben of AstraZeneca asked if anyone besides AZ had received a letter from the New Castle County Special Services informing them that the sewers may be shut down in 2016 and they should develop contingency plans to contain their waste on site. John Verdi, BASF stated his company received the same letter. Apparently DELDOT will be building a new bridge in Newport (Rt. 141) across the Christiana River and they may have to relocate a 72" sewer line which would necessitate the shut down. Bernadine suggested that perhaps industry should form a committee to develop contingency plans. Joe Cochran, NCC OEM said he wasn't aware of the letter and will look into it and report his findings at the next meeting.

Next meeting on January 13, 2014 at the Wilmington Emergency Operations Center.

Adjournment was at 3:30.

Respectfully submitted,
Margie Williams, Secretary

IT Report November 11,2013

DNREC's contract with IDSI was delayed by new State of Delaware Insurance requirements. The contract is now in place and they are moving forward with testing the new software. The emphasis will be on making the software ready for facility reporting in 2014. The rollout to the fire service will be delayed until later next year.

The next meeting of the IT Committee is scheduled for 9am on December 4th at the Delaware State Fire School.

NCCIHMRA

RESPONSE TEAM

Monday, November 18th, 2013

NEW CASTLE COUNTY INDUSTRIAL HAZARDOUS MATERIALS RESPONSE ALLIANCE

NCCIHMRA TRAINING COMMITTEE REPORT TO NCC LEPC

The New Castle County Industrial Hazardous Materials Response Alliance Training Committee conducted three training sessions between the September 9th, 2013 and the November 18th, 2013 LEPC for NCC meetings, as follows:

(1) Training Session IV => Tank trailer design and construction, and tank trailer spill control and containment was presented by Weavertown Environmental instructors, and a tank trailer full scale field exercise utilizing the Weavertown Environmental Group's customized "Bottoms-Up" rollover MC-306 tank trailer training simulator with DNREC ERT, Belvedere Hazmat 30, the New Castle County Special Operations Hazmat Technical Decontamination Team (Elsmere, Cranston Heights and Five Points Hazmat units), and the Wilmington Fire Department Hazmat units was conducted at the Delaware State Fire School New Castle Division on Saturday, September 21st, 08:00 am – 03:30 pm (7 hours). Forty-two first responders attended this training session.

(2) Training Session V => Norfolk Southern Railroad and TRANSCAER Hazardous Materials Training Course involving the DuPont CAER Railroad Tank Car customized training simulator was held at the Norfolk Southern Rail Yard, 502 South College Avenue, Newark, during five separate three-hour training sessions as follows: (a) Monday, October 14th 7:00 pm – 10:00 pm; (b) Tuesday, October 15th 1:00 pm – 4:00 pm; (c) Tuesday, October 15th 7:00 pm – 10:00 pm; (d) Wednesday, October 16th 1:00 pm – 4:00 pm; (e) Wednesday, October 16th 7:00 pm – 10:00 pm. Training Session V provided hazardous materials training concerning rail shipping papers, railroad scene safety guidelines, and the identification and construction of railroad general service and pressure tank cars. Eighty-seven first responders attended this training session.

(3) Twelfth Annual NCCIHMRA Planning and Training Meeting => Wednesday, November 6th, 05:30 pm – 09:00 pm at the Elsmere Fire Company. The Keynote Speaker was Philadelphia (PA) Fire Department Hazardous Materials Response Operations Captain Joshua McGuoirk, who presented "Hazardous Materials Incidents Lessons Learned and Preparedness for Tomorrow". The NCCIHMRA Training Committee presented a draft of the CY2014 training program and DNREC ERT presented its emergency response incident summary at the November 6th NCCIHMRA Planning and Training Meeting. The meeting's attendance was forty-eight.

Submitted by:
Mark Dolan
NCCIHMRA Training Committee

Transportation Committee

The Transportation Safety Board of Canada in its investigation into the runaway train has released the following " Rail Safety Advisory Letters":

The securement of unattended locomotives.

Transportation Canada may wish to consider reviewing all railroad procedures to ensure that trains carrying dangerous goods on not left unattended on main tracks.

Securement of equipment and trains left unattended.

In this letter TSB states that the rule to secure a train are very vague and that the test of the push pull is not foolproof.

Determination of petroleum crude oil properties for safe transportation. (See attached letter)

Government of Canada Gouvernement du Canada

Canada

Transportation Safety Board of Canada

Home > Media > Rail

Rail Safety Advisory Letter – 12/13

Determination of petroleum crude oil properties for safe transportation

Place du Centre
4th Floor
200 Promenade du Portage
Gatineau, Quebec
K1A 1K8

617-12/13
R13D0054

11 September 2013

Ms. Marie-France Dagenais (ASD)
Director General, Transportation of Dangerous Goods
Transport Canada
330 Sparks Street
Ottawa, Ontario
K1A 0N5

Dear Ms. Dagenais:

SUBJECT:
RAIL SAFETY ADVISORY LETTER – 12/13
Determination of petroleum crude oil properties for safe transportation

At about 22:45 Eastern Daylight Time (EDT) on 05 July 2013, Montreal Maine & Atlantic (MMA) freight train MMA 2 (the train) was proceeding eastward on the MMA Sherbrooke Subdivision, en route from Montréal, Québec, towards Saint John, New Brunswick. The train was about 4700 feet long and weighed approximately 10,300 tons. It was comprised of 5 head-end locomotives, a VB car (a special-purpose caboose), and 1 loaded box car followed by 72 Class 111 non-pressure tank cars loaded with petroleum crude oil. The waybill information described the product in each tank car as Petroleum Crude Oil, UN 1267, Class 3, **Packing Group (PG) III**.

At approximately 23:00, the train was secured at the designated MMA crew change point at Mile 7.40 near Nantes, Quebec, on mainline track with a descending grade of 1.2%. Shortly before 01:00 on 06 July 2013, the train started to move and gathered speed as it rolled uncontrolled down the descending grade towards the town of Lac-Mégantic, Quebec, and derailed near the centre of the town. The derailed equipment included the box car and 63 tank cars.

Several derailed tank cars released product, which ignited almost immediately, resulting in a large pool fire that burned for several days. There were 42 victims and 5 persons still missing, the town center sustained extensive damage, and about 2000 people were initially evacuated from the surrounding area. At the time of the accident, ambient temperature was recorded as 22°C (TSB Occurrence No. R13D0054).

The petroleum crude oil had originated from New Town, North Dakota and was destined to an oil refinery in Saint John, NewBrunswick. The tank cars were picked up at New Town by Canadian Pacific Railway (CP) and transported to Montréal. The train, with the same waybill information, was then interchanged to MMA.

From a review of the procedures in place at the rail loading facility at New Town, it was determined that:

- The product loaded into the train originated from 11 different suppliers with producing wells in the Bakken Shale formation region of North Dakota.
- The product had been transported by highway trucks from a number of supplier facilities to New Town, where the product was transloaded into the rail tank cars, with about three truck loads to fill each rail tank car.
- Information contained in 10 different material safety data sheets (MSDS) provided by the suppliers varied widely and was

contradictory in some areas. For example, while all MSDSs indicated that the product was a Class 3 dangerous good, the packing group information varied from **PG I to PG III**.

- At least 4 of the MSDSs indicated a **PG I** product. Two other MSDSs indicated that it was necessary to "determine flash point to accurately classify packing group".
- According to the shipping documents from the trucks, the product was being shipped from the suppliers to the rail loading facility as a **PG II** product.
- Once the product was transloaded into the tank cars, the shipper billed all the tank cars out as **PG III** product.
- The accident train journal was based on waybill information provided to CP by the shipper.

Petroleum crude oil can have a wide range of flash points and initial boiling points. Therefore, such types of Class 3 flammable liquids are further divided into packing groups to better reflect and communicate their hazards. Product samples were taken by the TSB from the 9 intact tank cars that did not derail during the Lac-Mégantic accident. Test results indicate that these product samples had a flash point of less than -35 °C and an initial boiling point of between 43.9 and 48.5 °C, which placed this product in the lower end of the crude oil flash point range, well below the **PG III** threshold. As per the federal regulations, these characteristics correspond with a product that is required to be identified as **Class 3, PG II**.

The lower flash point of the crude oil explains in part why it ignited so quickly once the Class 111 tank cars were breached. Since product characteristics are one of the factors to consider when selecting a container for the transport of dangerous goods, this also brings into question the adequacy of Class 111 tank cars for use in transporting large quantities of low flash-point flammable liquids (**PG I and PG II**). TSB testing of the tank car components and more detailed analysis of the fuel samples are ongoing as these are issues the TSB will be examining in greater detail in its investigation.

The **PG III** designation is used for less volatile flammable liquids that have higher flash points and are therefore less prone to easy ignition at ambient temperatures when involved in a transportation accident (i.e., they typically generate fewer flammable vapours at normal ambient temperatures).

The safety of individuals who handle or otherwise come in to contact with dangerous goods during transport is dependent in large part on an accurate description of the product being transported. An accurate description is critical to ensure that the product is packaged in the appropriate container and the proper loading and unloading procedures are used. Also, this information is important during any emergency response activities to ensure that proper planning and measures are considered.

Considering the volatility of this type of petroleum crude oil and the potential consequences of its release during an accident, particularly when being transported in large quantities, Transport Canada may wish to review the processes in place for suppliers and companies transporting or importing these products to ensure the product properties are accurately determined and documented for safe transportation.

Yours sincerely,

Original signed by Robert Johnston

Robert Johnston
Acting Director
Investigation Operations Rail/Pipeline

Cc:
Luc Bourdon, Director General, Rail Safety – TC

William S. Schoonover, Deputy Associate Administrator, Pipeline and Hazardous Materials Safety Administration

Karl Alexy, Staff Director, Hazardous Materials Division – FRA

Magdy El-Sibaie, Associate Administrator for Hazardous Materials Safety- PHMSA

Robert Hall, Director - NTSB

Robert C. Grindrod, President – MMA

Glen Wilson, Vice President Safety Environment and Regulatory Affairs - CP

Michael Bourque, President and Chief Executive Officer - RAC

Ken Dorsey, Executive Director, Tank Car Safety - AAR

Jon McKenzie, Chief Financial Officer - Irving Oil

Neil Plug, Vice President, Global QHSSE - World Fuels

Date modified: 2013-09-11

David Irwin
Activity Report
September 9, 2013 to November 18, 2013

SERC/DEMA Activities:

- Participated in the September 25th SERC quarterly meeting.
- Prepared and submitted in a timely manner the LEPC quarterly performance report.
- Facilitated three HazMat Training Workshop Planning Committee meetings (9/24, 10/9 & 10/31).

Emergency Response Plan Reviews and Facility Visits:

- Participated in Burris Refrigerated Logistics annual Emergency Response Review capability meeting with external partners (10/25).

Exercise Status:

- Served as an evaluator for the DuPont Experimental Station Emergency Response drill (9/25).
- Working with DuPont, Honeywell and other key stakeholders to plan a full scale emergency exercise scheduled for the 1Q14.

NCCIHMRA:

- Facilitated NCCIHMRA Annual Planning and Training meeting conducted at the Elsmere Fire Station 16 (11/6).
  - Awarded Retired DSFS Director Lou Amabili with Leadership award.
  - Awarded Calpine Energy with certificate of appreciation for hosting Tanner Industry Ammonia training (5/4)
  - Awarded Philadelphia Fire Department Captain Joshua McGuoirk with a certificate of appreciation for delivering the Keynote address
- Sponsored and participated in the Weavertown Tank Truck Control and Containment Bottoms-Up training (9/24)
- Distributed Weavertown training certificates to attendees

Outreach Initiatives:

- Participated in a 6 CAP meetings, Croda (9/11), Delaware City Refining (9/10,10/8, 11/12), DuPont Edge Moor Site (9/19) and FMC (9/18).
- Participated in the DC CAER meeting (10/10).
- Presented LEPC presentation to DuPont Newark facilities combined CAP group (10/7)
- Conducted HazMat/S-I-P training for NCC OEM sponsored CERT classes (11/1).
- Delivered over 3,000 Emergency Preparedness Guidelines to three organizations for Distribution.
- Received invitation to once again participate in the Colonial School District Third Annual Community Education and Health Fair (3/8/14)

Additional Activities:

- Attended NASTTPO Mid-year Workshop (10/15 -17).

- Attended HOTZONE (10/17-20) Training Workshop
- Represented LEPC at 2 Kent, 2 Sussex County and 2 Wilmington LEPC meetings.
- Expended considerable effort in attempting to secure the Lac-Megantic, Quebec Fire Chief for the 2014 HazMat Training Workshop. Unable to attend requested a 2015 invitation.
- Participated in DuPont/Honeywell full scale drill planning meeting(11/14)
- Documented seven reportable release reports in accordance with EPA regulations
- Successful in getting Sec. Schiliro to agree to participate 2014 HazMat Workshop ceremonies.
- Negotiated speaker fees with several 2014 HazMat Workshop presenters at HotZone conference.
- Reviewed 911 Center response protocols with DNREC personnel
- Served as a technical resource to two LEPC member organizations

DNREC
EPCRA REPORTING PROGRAM
Tier II Update (As of 11/06/2013)

Tier II REPORTING

- We have a small number of facilities that have not reported for 2012 (1%), and an even smaller number that started their report but did not complete the submission (0.5%). It is possible that several of these facilities have closed during 2013.
- At this time of year, we are focusing on the upcoming reporting cycle:
  - We will be sending an "FYI" e-mail to Tier II reporters in the next several weeks, advising them of the new Tier II elements added by EPA for the upcoming 2013 reports, as well as implementation of the new version of Tier II Manager.
  - We will be updating reporting instructions for the new Tier II Manager, based on the above items, as well as preparing updates for our web-site.
  - We will be preparing training materials for a series of workshops planned for the first several weeks in January. We will send a second e-mail to facilities in December notifying them of the workshop dates and locations, and opening the registration process for the workshops.
  - The workshops will be half day (3.5 hr) sessions. Tentative workshop dates/locations:

    - Jan 2 (Thursday) – a.m. & p.m. sessions, Fire School in Dover
    - Jan 3 (Friday) – a.m. session, Fire School in Georgetown
    -
    - Jan 6 (Monday) – a.m. & p.m. sessions, DNREC Lukens Drive New Castle
    - Jan 7 (Tuesday) – a.m. session, Fire School in Georgetown
    - Jan 8 (Wednesday) – a.m. & p.m. sessions, Fire School in Dover
    - Jan 9 (Thursday) – a.m. & p.m. sessions, DNREC Lukens Drive New Castle
    - Jan 10 (Friday) – a.m. session, Fire School in Georgetown
    -
    - Jan 13 (Monday) – a.m. & p.m. sessions, Fire School in Dover (if needed)
    - Jan 14 (Tuesday) – a.m. session, Fire School in Georgetown (if needed)
    - Jan 15 (Wednesday) – a.m. & p.m. sessions, DNREC Lukens (if needed)

TIER 2 MANAGER UPDATE

- Finalizing of contract was delayed due to new requirements in our State contract procedures, but it is now complete and project moving forward.
- Intensive review of new Tier 2 Manager conducted this week. Around 50 pages of screen shots with comments submitted to IDSI.