

## CP RAIL MEETING – March 17, 2014

On March 17, 2014 at 10:00 a.m. a meeting was held in the Red Wing/Goodhue County EOC with a representative from the Canadian Pacific Railway, Ed Dankbar, in response to questions that have arisen with regard to the recent controversy over rail safety, particularly in respect to crude oil unit trains.

Present at the meeting were representatives from Red Wing Police, Fire and Emergency Management; Prairie Island Police, Emergency Management and Tribal Council; Lake City Police and Emergency Management; Goodhue County Sheriff's Office and Emergency Management; and Wabasha County Emergency Management. Matt Stokes from Safety Training and Response Strategies, who is also a member of the Red Wing Community Awareness and Emergency Response (CAER) group, was also in attendance.

In recent months there have been substantial changes to CP Rails' operations. Where formerly there were two hazardous response teams in North America, there are now seven teams.

Ed Dankbar is a Hazardous Materials Field Specialist for CP Rail and provided an overview regarding CP Rails' response capabilities to an event. Since their offices are located in St. Paul, response times to an event in our area would be usually within 1 to 1 ½ hours. They maintain 24/7 staffing to facilitate such a rapid response. Additional Hazmat and Spill Response teams are also available on a 24/7 basis.

This response would be as support teams to local responders with access to equipment, supplies and expertise not available locally. Also available would be additional firefighting resources and funding through CP Rail for displaced persons and businesses. These teams would partner with locals to assist them in mitigating the event.

- An example of equipment available is a 53' trailer with two 750 gallon per minute (gpm) pumps, two 10,000 gallon water bladders, hoses and other firefighting equipment located in New Hope. Also on retainer if needed, are helicopters that can lift this unit and fly it to any remote site necessary.

Ed reported that train crews are specifically trained to assist emergency responders at an incident. Road Foremen are also following the trains by road with a complete backup copy of the load manifests and would be available within approximately 20 minutes of an event. Additionally, electronic copies of load manifests would also be available if either of these first two information resources were not.

CP Rail also has personnel dedicated to networking with utilities that are located along the routes. These personnel do nothing but assess the impacts of an incident to utility infrastructures and work with the utilities to plan for that eventuality.

There are significant speed restrictions on trains through communities to minimize the impacts of a derailment. Some of these are in response to concerns about crude oil transport. In particular, Ed indicated that speeds are regulated to the point that derailment rupture of tank cars, like the event in Casselton, would be highly unlikely. Tank cars are designed to withstand low speed crashes and derailments without loss of content integrity. Speed is tracked by GPS feeds to the main dispatch centers as well as by “black boxes” located on the trains themselves and the consequences for violation of these regulations is severe.

As an additional safeguard, train car placement is planned to avoid cars carrying objects that could penetrate a hazardous material loaded car from being in close proximity. Similarly, interactive hazardous materials cannot be placed in close proximity within the train.

A discussion of roles and responsibilities of various entities revealed that:

- Law Enforcement would be responsible for establishing perimeter security, if first on scene attempting to assess the extent and severity of the event, and assisting in evacuation if required.
- Fire personnel would also work to assess to extent of the event and the products involved and take the appropriate response depending on these products and the event itself.
- Emergency Management would provide resource management functions to the on scene responders from within the EOC.
- CP Rail would provide additional personnel and equipment specifically suited to the event occurring to responders, as well as financial assistance to affected persons or businesses.

CP Rail is providing training to Red Wing area first responders on March 19, 20, and 21 (to accommodate all fire shifts) at the Red Wing Fire Department. This course, which they dub “Railroad 101”, will give the responders an overview of what to look for in a train involved incident, what actions to take, who to contact on the train if that is possible, and contact information for CP Rail. Fire, Police and Emergency Management personnel will attend one of these classes.

Additional training is being considered for later this year to involve city and county officials, council members and commissioners.

Roger Hand