



## **Action Items and Key Highlights**

### **Energy Emergencies -- What's Next In Response Planning?**

#### **A Stakeholder Conference to Discuss Responding to Energy Emergencies in the United States**

**September 26 - 27, 2011**

**Hosted by the National Association of State Fire Marshals**

#### **Simplify and Aim for One-Stop Shopping in Emergency Response Training and Preparedness**

- Responders are increasingly short of time for training and preparedness; need ease and simplicity in training.
- Responders see energy as HAZMAT, not standalone risk. Consolidate industry training and have one program.
- Emergency responders want the energy industry to sponsor/use a better system for “one-stop shop” hazmat training, preparedness, lessons learned and communication, to help unite the discrete elements that exist today.
- Help fund training – Responders have limited budgets.
- The idea of one portal, like the Shell pilot project, is a step in the right direction of a one-stop shop.

#### **Build a Coalition/Alliance to Share Responsibility for Emergency Training, Preparedness and Communications**

- Responders would support a coalition/alliance similar to Common Ground Alliance for emergency response.
- Use it to build the next generation system that is sustainable.
- Include all the interests involved in HAZMAT, including railroads, cargo tank trucks, and possibly marine.
- Consider expanding on emergency responder involvement with CGA.
- Remember Tim Butters’ point: “PHMSA has one of the smallest organizations with one of the greatest safety responsibilities” and there are a lot of other PHMSA stakeholders who could join the Coalition.

#### **Operators Can Take Their Response Planning to the Next Level**

- Develop relationships before they are needed: There was a very strong emphasis on the need for face-to-face communications just to establish a relationship so that if an event occurs, people know each other.
- Contact 911 ASAP: The responders generally supported “pulling the trigger” sooner rather than later in contacting 911 and also reflected support for some redundancy in getting eyes and ears looking for an incident.
- Share information on high-risk sites: More advanced planning should include identifying locations with other infrastructure, like railroad cross-over(s), co-location of water infrastructure, and other high-consequence factors.
- Focus on rural volunteer departments: Any strategy going forward must focus on rural areas, which are far more challenged than “more resourced” departments such as those in the Houston area.
- Identify plans for facilities difficult to evacuate: The challenge for improving planning for hard-to-evacuate sites is operators’ responsibility – responders don’t have the time to do it, but probably could advise on next steps.
- Demonstrate Integrity Program highlights: Final point made by John Bresland – To gain confidence and credibility, there is nothing like demonstrating what companies are doing to maintain mechanical integrity.
- During an Incident: The industry person who interacts and/or works closely with the Emergency Responders needs to be the same person they see at the emergency.
- Emergency Responders are the incident commanders and responsible for all emergencies: Operators join the Unified Command, but the Emergency Responders do not relinquish command to them. Industry shares in the decisionmaking and provides industry-specific expertise to aid the emergency response effort.

#### **Look to Other Industries for Good Transportation Models**

- The models from the chemical industry, like Transcaer and Chemtrec, which involve the development of local or regional councils of community representatives to share emergency planning information, and a round-the-clock resource for providing hazmat information from a national data exchange, are worth consideration.

#### **Be More Direct in Industry-wide Communication**

- Eliminate the message about being the “safest form of transportation” in industry safety brochures. Get to the point describing what to do in the event of a pipeline leak or incident.
- Industry pipeline markers are not enough. Operators need specific marks like the HM diamond to show the hazard.
- Firefighters inspire public confidence. Operators should consider firefighters as spokespersons for safety.