

BNSF Railway Company

Hazardous Materials Safety
2500 Lou Menk Drive, AOB-3
Fort Worth, Texas 76131

System Hazardous Materials Emergency Response Plan

January 2021



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Section 1: Introduction

For well over a century BNSF Railway Company (BNSF) has safely transported essential goods across the country and is proud of our commitment to the customers and communities we serve. As a leader in freight transportation, we recognize that a safe and secure railroad network is important to our way of life and essential to our nation's future. Our vision is to operate free of accidents and injuries and we work very hard every day to make that vision a reality.

As a company, BNSF devotes extensive resources to safely move and deliver products needed for our everyday lives including hazardous materials (hazmat). Our commitment is to transport freight safely and meet the expectations of our customers, partners, employees, and the communities in which we operate.

Annually, BNSF handles over 1.6 million hazmat shipments and, on average per year, only 0.00025 percent of these shipments are involved in an accident that results in a release of hazmat to the environment. We are continuously strengthening our hazmat safety and prevention programs through forward planning and risk mitigation to reduce the potential for a hazmat incident and drive this incident rate ever closer to zero.

When incidents do occur, BNSF relies on the emergency preparedness and response programs described in this System Hazardous Materials Emergency Response Plan (SERP). The SERP has been prepared to communicate the plans, programs, personnel, and resources BNSF maintains in order to effectively initiate emergency responses and manage incidents in a rapid, efficient, and well-coordinated manner.

In order to describe these emergency preparedness and response programs, this document has been organized into the seven sections below:

- Section 1: Introduction
- Section 2: BNSF Contingency Plans
- Section 3: BNSF's Response Organization
- Section 4: BNSF Incident Support Resources
- Section 5: Initial Response Actions
- Section 6: Ongoing Response Actions
- Section 7: Training, Drills, and Exercises.

In general, Section 1 introduces the SERP and its intended purpose. Section 2 describes the types of contingency plans available to the BNSF Response Organization presented in Section 3. Section 4 discusses BNSF-available resources which can be used to address the initial response actions described in Section 5 and the ongoing response actions in Section 6. Finally, Section 7 contains BNSF's emergency response training, drill, and exercise programs which serve to maintain response readiness and the ability to respond to spills quickly, safely, and effectively.

The SERP is intended to provide broad topical coverage of BNSF's preparedness and response programs, but does not discuss every initiative, plan, or resource, (etc.) BNSF maintains. This document is intended to be updated periodically to address changes to these BNSF programs, when needed.

Section 2: BNSF Contingency Plans

All railroads in the United States (U.S.) have a primary responsibility for controlling incidents involving their operations, equipment, and property. BNSF recognizes and embraces this duty along with its responsibility to have effective plans and processes that minimize and control potential hazmat, health, environmental, and property risks.

BNSF writes and maintains many types of emergency preparedness and response plans serving different commodities transported, BNSF facility types, regulatory requirements, and geographies, etc. This section specifically discusses several foundational BNSF plan types used and maintained by the BNSF 'Response Organization' (discussed in the next section). The foundational plan types discussed in Section 2 include:

BNSF Contingency Plans for certain oil-handling fixed facilities¹

- Facility Response Plans (FRPs)
- Facility Oil Spill Response Plans (OSRPs)

BNSF Network Operations Contingency Plans

- Comprehensive Oil Spill Response Plan (COSRP)
- State/Provincial Contingency Plans

BNSF Plans for Specific Geographic Areas or Locations

- Geographic Response Plans (GRPs)
- Local Emergency Response Plans (LERPs)
- Local Reaction Plan (LRP).

Each of these plan types share common components (such as spill reporting information, notification procedures, etc.) and are aligned with respect to the overall goal of minimizing potential spill impacts. As discussed below, these plans vary with respect to their focus (i.e., fixed facilities vs. track 'facilities' vs. waterbodies) and the regulatory requirements/risk management objectives they are intended to fulfill.

Each plan is supported by various internal safety materials, playbooks, and guides and is intended to be consistent with agency-developed materials such as the National Contingency Plan (NCP) and relevant Area Contingency Plans (ACPs). Each BNSF plan described in this section is considered a 'living document' and is updated periodically due to internal changes or as required by regulation.

2.1 BNSF Contingency Plans for Certain Oil-Handling Fixed Facilities

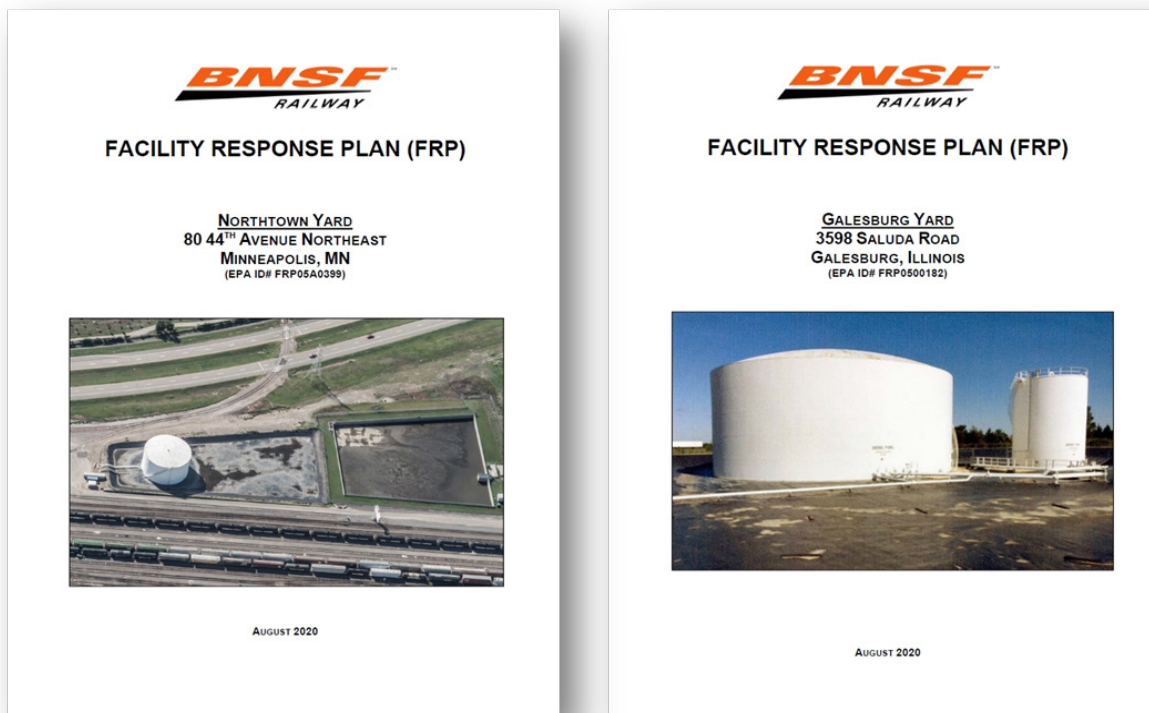
Under the Clean Water Act (CWA), as amended by the Oil Pollution Act (OPA), certain fixed facilities that store one million or more gallons of oil are required to prepare and submit FRPs to respond to a worst-case discharge of oil, or a substantial threat of such a discharge occurring.

¹ Spill Prevention, Control, and Countermeasure Plans required by 40 CFR Part 112.7 for BNSF facilities are not discussed in the SERP as they focus on spill prevention, not preparedness and response.

The U.S. Environmental Protection Agency (EPA) has established regulations that define who must prepare and submit an FRP and what must be included in the plan.

BNSF maintains 18 FRPs throughout its network as shown below in Table 2-A. In addition, BNSF maintains one OSRP for a pipeline breakout tank in Billings, Montana².

Example BNSF Facility Response Plans:



BNSF FRPs (and its OSRP) are designed to:

- Present BNSF's Response Organization for that facility and the availability of response resources (i.e., equipment, trained personnel, etc.) needed to respond to an oil discharge.
- Demonstrate that response resources are available in a timely manner thereby reducing a discharge's potential impact and severity.
- Improve discharge prevention measures through the early identification of risks.
- Aid local and regional response authorities to better understand the potential hazards and response capabilities in their area.

² This OSRP is similar in structure/function to BNSF's FRPs but is prepared in a separate format due to jurisdictionally differing agency requirements.

Table 2-A: BNSF FRP and OSRP Facilities	
FRP/OSRP Facilities	State
Barstow Yard FRP	California
Commerce Service Facility FRP	California
Richmond Yard FRP	California
Denver (Globeville) Yard FRP	Colorado
Corwith Yard FRP	Illinois
Galesburg Yard FRP	Illinois
Argentine Yard FRP	Kansas
Northtown Yard FRP	Minnesota
Alkali Creek OSRP	Montana
Havre Yard FRP	Montana
Lincoln (Hobson) Yard FRP	Nebraska
Belen Yard FRP	New Mexico
Clovis Yard FRP	New Mexico
Mandan Yard FRP	North Dakota
Memphis Yard FRP	Tennessee
Alliance (Haslet) Yard FRP	Texas
Amarillo East Yard FRP	Texas
Temple Yard FRP	Texas
Seattle (Interbay) Yard FRP	Washington

2.2 BNSF Network Operations Contingency Plans

In addition to preparing contingency plans for fixed facilities such as those described above, BNSF also maintains several types of plans covering its network operations. Network operations plans generally address linear portion(s) of the actual BNSF rail transportation network, typically associated with mainline tracks that BNSF owns.

These plans address not only emergency preparedness and response for the tracks themselves, but are also inclusive of considerations for associated waterways and surrounding natural, cultural, and/or socio-economic resources that may potentially be impacted by those tracks in the event of a spill.

Coverage areas for BNSF's network operations plans range in size from 'all tracks within an individual state' (or Canadian province), to plans which address 'the entire BNSF-owned rail network in the U.S.'

2.2.1 BNSF Comprehensive Oil Spill Response Plan

The BNSF COSRP provides guidance to BNSF personnel on the immediate procedures, notifications, and sustained operations used in the event of an emergency response to an oil spill incident located along BNSF-owned tracks in the U.S.

BNSF's COSRP was originally prepared in 2019 in accordance with the Pipeline and Hazardous Materials Safety Administration (PHMSA) 'COSRP Final Rule' (i.e., Hazardous Materials: Oil

Spill Response Plans and Information Sharing for High-Hazard Flammable Trains, 84 FR 6948, February 28, 2019).

The COSRP's primary purpose is to support an effective, comprehensive response that prevents injury and illness to BNSF employees and the public and mitigates possible oil spill impacts on the environment.

The specific objectives of the COSRP are to:

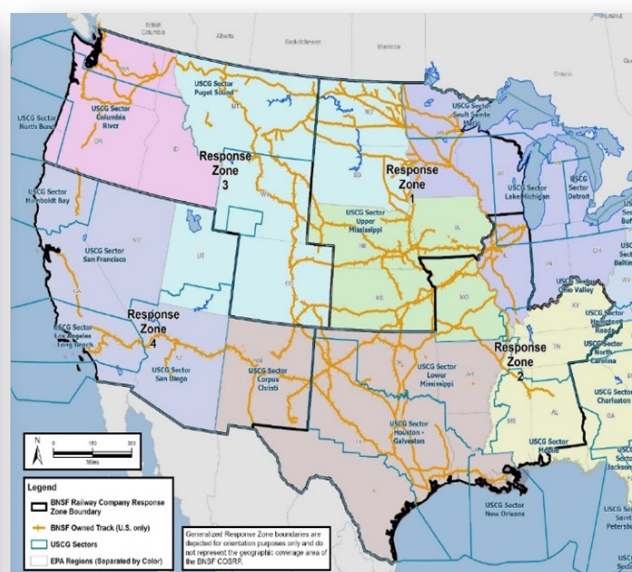
- Provide a COSRP 'Information Summary' used by railroad personnel responsible for initiating a response.
- Describe notification and initial response procedures to be followed when an emergency occurs.
- Provide health and safety plans/incident command forms and ACP guidelines for an emergency response.
- Define organizational lines of responsibility during the response.
- Document equipment, personnel, and other resources available to provide assistance.
- Describe the training, drills, and exercises undertaken to maintain organizational response readiness.

As depicted in the graphics below, BNSF's COSRP consists of a 'Core Plan' document and four Response Zone Plans (RZPs) collectively addressing COSRP Final Rule requirements. The Core Plan contains the majority of COSRP Final Rule compliance-driven content while the RZPs focus on resources for initiating response efforts and provide additional information which differs among BNSF's four U.S. response zone areas.

Components Comprising the BNSF COSRP:



COSRP Response Zone Boundaries:

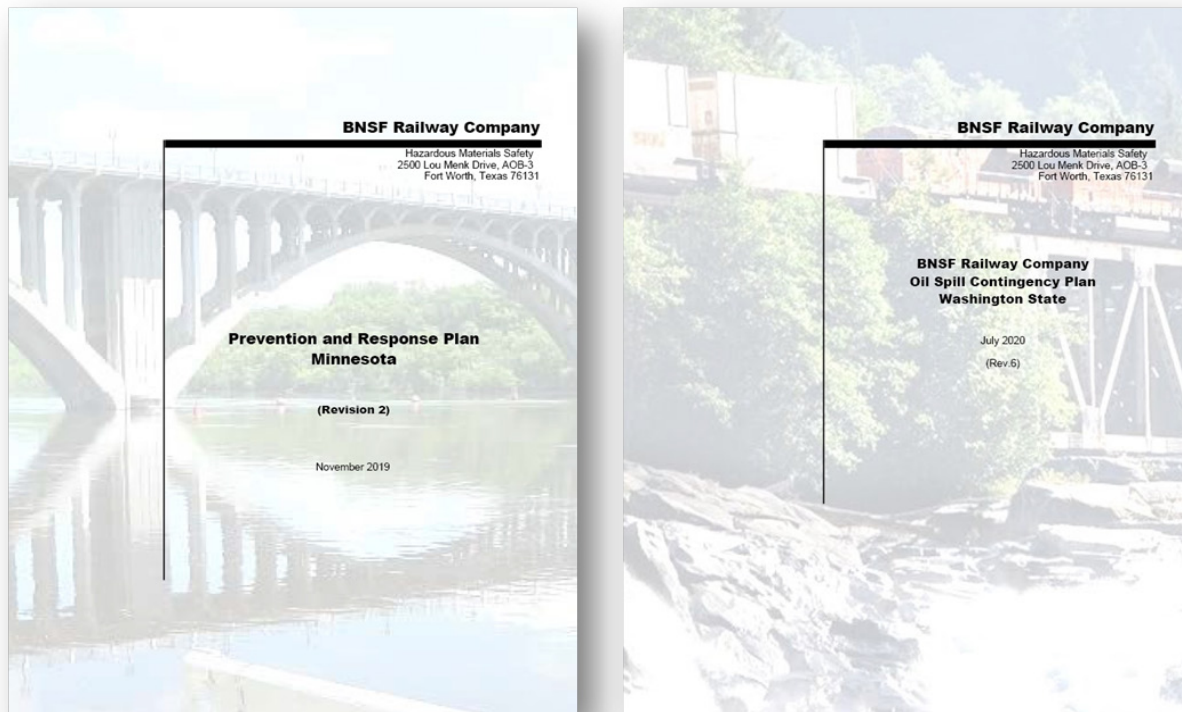


2.2.2 State/Provincial Contingency Plans

BNSF also maintains the state- and province-specific Contingency Plans named below associated with BNSF tracks within the following geographies:

- State of California – Inland Oil Spill Contingency Plan (pursuant to California Code of Regulations, 817.04 Inland Facilities)
- State of Minnesota – Prevention and Response Plan (pursuant to Chapter 115E of the Minnesota Statutes)
- State of Oregon – Oil Spill Contingency Plan (pursuant to Oregon Revised Statute 468B.427 and 468B.429)
- State of Washington – Oil Spill Contingency Plan (pursuant to Washington Administrative Code 173-186)
- Province of British Columbia – Spill Contingency Plan (pursuant to British Columbia Ministerial Order 328).

Example BNSF State/Provincial Contingency Plans:



These plans share many common components with the COSRP but vary with respect to state- and province-specific regulatory requirements for plan content, planning standards, drills and exercises, plan update frequencies, and/or submission requirements (etc.).

Where state-specific contingency plans are required, they are prepared such that the required elements of the state contingency plan are activated as part of the COSRP. Where differences in the state contingency plan and the COSRP exist, the more stringent requirement is implemented. For example, Washington state has more specific training and drill requirements

than the COSRP Final Rule; therefore, in Washington, the state regulations are used for network operations training and drill compliance.

Both the state/provincial contingency plans and the COSRP are maintained and updated as required when significant information changes or after a discharge requiring plan modification occurs.

2.3 BNSF Plans for Geographic Areas or Locations

BNSF preparedness and response plans discussed in this section include those addressing specific geographic areas or locations, including: GRPs, LERPs, and LRPs. These plans tend to focus not only on 'how to respond', but also present specific geographic information about 'where to respond'.

Additional geographic or location-specific plans, such as those for critical and/or sensitive BNSF infrastructure (i.e., bridges, tunnels, avalanche enclosures), are also maintained by BNSF but are not discussed in detail in the SERP.

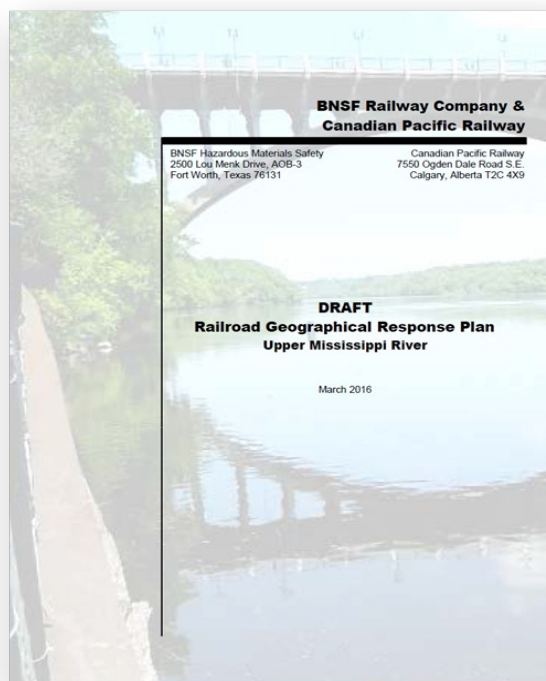
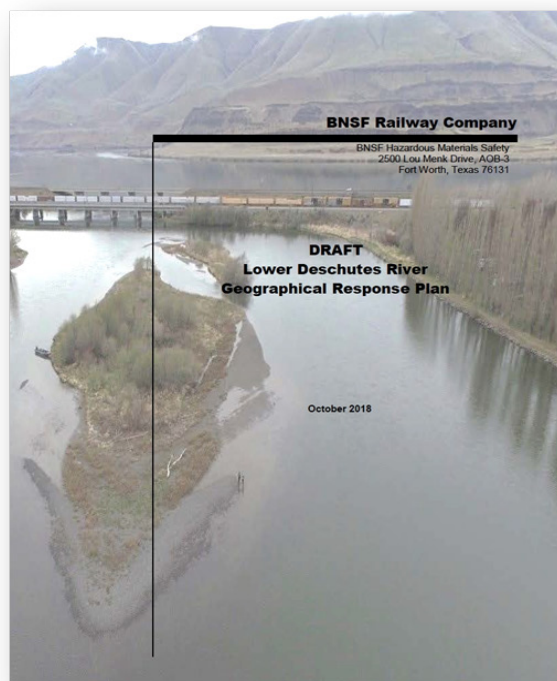
2.3.1 Geographic Response Plans

The GRP process was developed by the EPA and U.S. Coast Guard (USCG) to meet requirements of OPA. GRPs present plans, procedures, and field guides to support incident response management following spills or discharges throughout the GRP's coverage area.

In the event of a spilled material release, information contained within a GRP is intended to assist response personnel to coordinate an initial assessment, set response priorities, provide containment and recovery activities, and establish an incident action plan.

GRPs incorporate map-based geographic information showing approximate locations of railroad tracks, roadways, geographical features, waterbody access points, response strategy locations, and notification information. They also address readily identified sensitive natural, cultural, and socio-economic resource locations. The GRP's plans, procedures, and field guides focus on managing releases of spilled materials to surface water but may also be used to support response efforts for incidents involving releases to other media (soil, air, etc.).

Example BNSF-Developed GRPs:



Though railroad GRP development is not regulatorily driven, GRPs voluntarily developed by BNSF include (but are not limited to):

- Flathead River GRP
- Kootenai River GRP
- Lake Pend Oreille (subsequently adopted as a Northwest Area Committee GRP)
- Lower Colorado River GRP
- Upper Colorado River GRP (jointly developed by BNSF and Union Pacific Railroad)
- Upper and Lower Deschutes River GRPs (subsequently provided to the Northwest Area Committee)
- Upper Mississippi River GRP (jointly developed by BNSF and Canadian Pacific Railway and subsequently provided to EPA Region 5)
- Wind River GRP.

BNSF has additionally identified agency- and other industry-developed GRPs relevant to waterbodies along BNSF's track network and has adopted their use where geographically relevant. Several examples of BNSF-relevant agency/industry GRPs include (but are not limited to):

- Middle Columbia River GRPs (Northwest Area Committee et al.)
- North Puget Sound GRP (Northwest Area Committee et al.)
- Spokane River GRP (Northwest Area Committee et al.)
- Sector Lake Michigan Geographic Response Strategies (USCG Sector Lake Michigan)

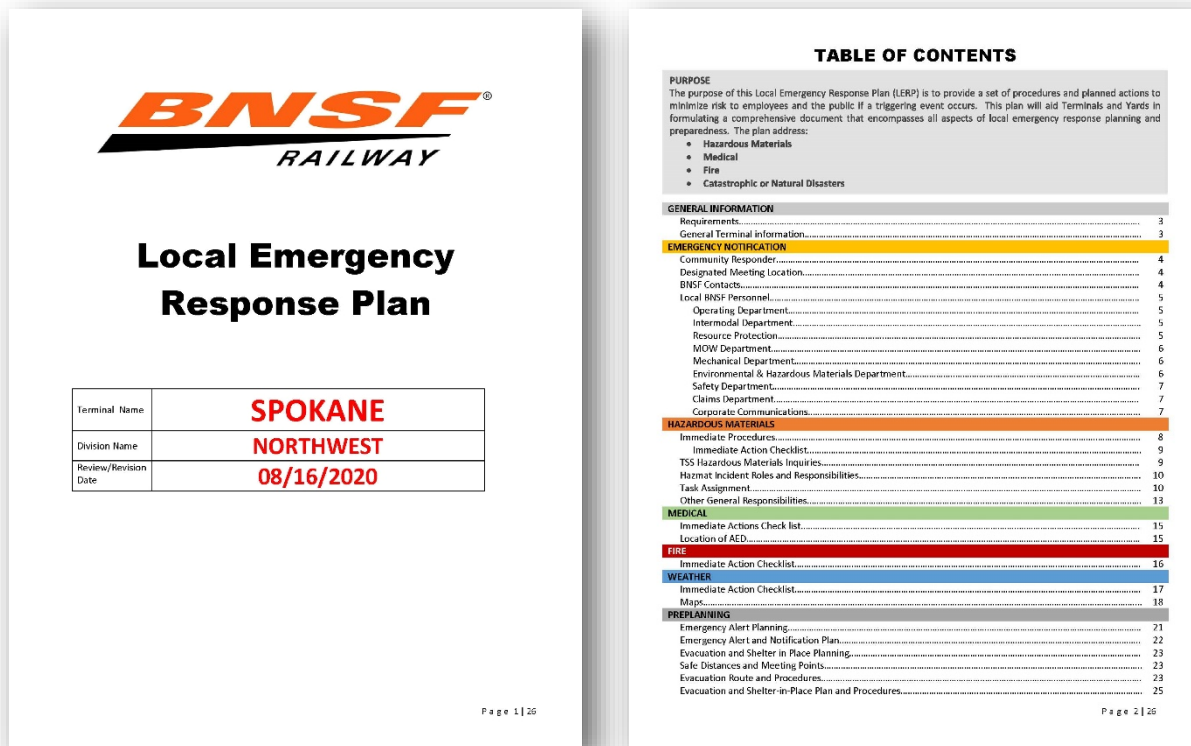
- Upper Mississippi River Pool GRPs (EPA et al.)
- Response Strategies contained within Agency ACPs, Regional Contingency Plans (RCPs), and Sub-Area Contingency Plans.

2.3.2 Local Emergency Response Plans

LERPs are primarily developed for specific BNSF yards, terminals, and/or intermodal facilities and contain the following types of facility-specific information:

- Local emergency notification procedures
- Immediate procedures in the event of a hazmat, medical, fire, or weather event
- Evacuation/shelter in place procedures.

Example BNSF LERP:



LERPs are generally developed and maintained locally by onsite facility personnel and/or the designated facility 'Safety Committee'. BNSF has developed LERPs at the locations presented in Table 2-B below. This list is subject to change.

Table 2-B: BNSF LERP Facilities				
Facility Location	Exercise Frequency		Facility Location	Exercise Frequency
Albuquerque, NM	Biennial		Lincoln, NE	Annual
Alliance, NE Intermodal	Annual		Logistics Park KC Gardner, KS	Annual
Alliance, NE	Biennial		Logistics Park, IL	Annual
Amarillo, TX - North Yard	Annual		Lubbock/Slaton, TX	Biennial
Amarillo, TX - South Yard	Annual		Mandan, ND	Biennial
Arkansas City, KS	Biennial		Memphis, TN Memphis Intermodal	Annual
Aurora/Eola, IL	Biennial		Minot, ND	Annual
Avondale, LA	Biennial		Murray – KC, KS	Annual
Bakersfield, CA	Biennial		New Westminster, BC	Biennial
Barstow, CA	Annual		Newton, KS	Biennial
Beaumont, TX	Biennial		North Bay, CA Intermodal	Biennial
Belen, NM	Biennial		Northtown, MN	Annual
Birmingham, AL	Biennial		Oakland, CA Intermodal	Biennial
Brookfield, MO	Biennial		Oklahoma City, OK	Annual
Carlsbad, NM	Biennial		Omaha, NE	Biennial
Casey, TX	Biennial		Pasco, WA	Annual
Casper, WY	Biennial		Phoenix, AZ	Biennial
Centralia, IL	Annual		Richmond, CA	Biennial
Cicero, IL	Annual		Salt Lake City, UT (Utah Railway)	Biennial
Clovis, NM	Annual		San Bernardino, CA	Biennial
Corwith, IL	Annual		San Diego, CA	Biennial
Dayton, TX	Annual		Seattle, WA Terminal Complex (Interbay/Balmer/Seattle/ Stacy/ SIG Hub/So Seattle Hub)	Annual
Denver, CO (Includes Intermodal)	Annual		Shelby, MT	Biennial
Dilworth, MN	Annual		Sioux City, IA	Biennial
El Paso, TX Terminal and Intermodal	Annual		Spokane, WA	Annual
Emporia, KS	Biennial		Springfield, MO	Biennial
Enid, OK	Biennial		St. Joseph, MO	Biennial
Everett, WA	Biennial		St. Louis, MO	Biennial
Fort Madison, IA	Biennial		St. Paul, MN Intermodal	Biennial
Fort Worth, TX (Alliance and N. Yard)	Annual		Stockton, CA	Biennial
Fresno, CA	Biennial		Stockton, CA - Intermodal	Biennial
Galesburg, IL	Annual		Superior-Duluth, WI/MN	Biennial
Gallup, NM	Biennial		Tacoma/Auburn/Centralia, WA	Annual
Galveston, TX	Biennial		Teague, TX	Biennial
Gillette, WY	Biennial		Temple, TX	Annual
Hastings, NE	Biennial		Tulsa, OK	Annual
Hauser, ID	Biennial		Vancouver, WA Terminal Complex (VAW, T-6, Willbridge, Portland HUB)	Annual
Havre, MT	Biennial		Watson, CA (LA Terminal)	Annual
Houston, TX - HUB	Biennial			

Table 2-B: BNSF LERP Facilities				
Facility Location	Exercise Frequency		Facility Location	Exercise Frequency
Houston, TX - South Yard	Annual		Wellington, KS	Biennial
Joliet, IL	Biennial		West Quincy, MO	Biennial
KC – Argentine, KS	Annual		Whitefish, MT	Biennial
Klamath Falls, OR	Biennial		Wichita Falls, TX	Biennial
La Mirada, CA	Annual		Williston, ND	Biennial
LA Terminal, CA (Commerce, Hobart)	Annual		Willmar, MN	Annual
Lacrosse, WI	Biennial		Willow Springs, IL	Biennial
Lafayette, LA	Biennial		Winslow, AZ	Biennial

2.3.3 Local Reaction Plans

LRPs are developed for locations that have a specific, unique hazard that could potentially endanger BNSF employees or the environment that may not be fully addressed by a LERP. BNSF maintains one LRP for the Pueblo Chemical Agent Storage and Disposal Facility in Pueblo, Colorado.

Section 3: BNSF's Response Organization

Contingency Plans described in the previous section represent important tools in BNSF's overall emergency preparedness and response programs but plans alone cannot be effective without a robust response team trained in their use and implementation.

This section describes the BNSF Response Organization 'team', including the personnel, experts, and processes BNSF uses to effectively initiate an emergency response, implement the proper tools, and effectively manage incidents.

Details on the BNSF Response Organization provided in this section include:

- The BNSF Incident Management Planning Process
- BNSF Qualified Individuals (QIs)
- The BNSF Incident Management Team (IMT)
- BNSF's Hazardous Materials Emergency Response Team.

3.1 Incident Management

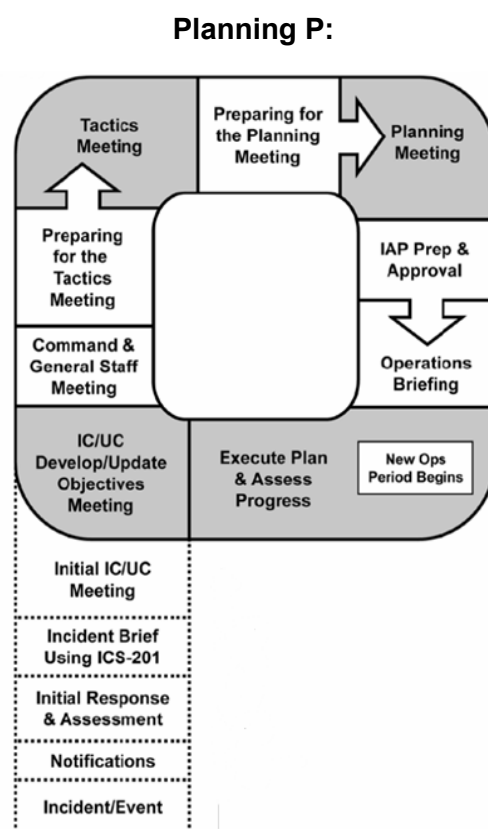
BNSF Contingency Plans, incident management approaches, and planning processes are intended to be consistent with those contained in the BNSF and USCG Incident Management Handbooks and National Incident Management System (NIMS) Incident Command System (ICS). The graphic to the right shows the planning process BNSF uses during spill responses.

3.2 BNSF QIs

As part of the BNSF Response Organization, BNSF QIs are to be immediately notified of a spill and are responsible for, and authorized to, initiate immediate response activities, and commit BNSF resources to the response effort.

BNSF QI minimum authorities include but are not limited to:

- (1) Activate, direct, and engage in contracting with BNSF Response Contractors and Oil Spill Removal Organization(s) (OSROs)
- (2) Act as a liaison with agency On-Scene Coordinator(s) (OSCs)
- (3) Obligate company funds for response activities.

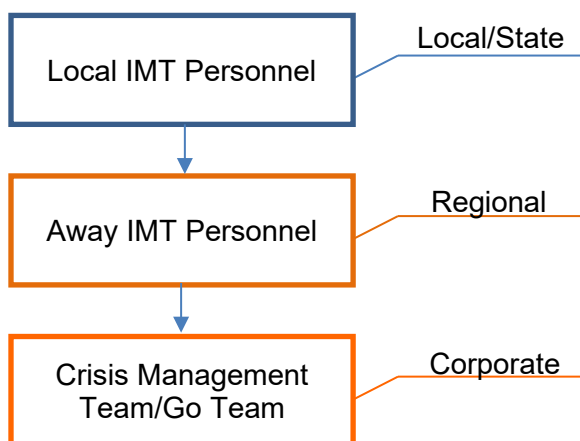


It is the responsibility of the QI or his/her designee to immediately coordinate with the Federal, State, Local, and/or Tribal OSC in the initial stages of a response until relieved by a more senior QI or Incident Commander. The QI representing BNSF may also serve as the Incident Commander as defined by OPA.

The QI determines the need for activation and mobilization of the BNSF IMT in consultation with OSC(s). The IMT may be activated as a group or individually, depending upon the size, location, nature, and complexity of an incident. During a prolonged response, additional personnel may be cascaded in to sustain 24-hour or multiple day operations.

3.3 Incident Management Team

BNSF uses a tiered approach to managing emergency incidents. The organizational structure of the BNSF IMT allows for the mobilization of resources at varying levels as dictated by incident circumstances. BNSF's IMT maintains a large group of well-trained personnel to lead and assist with emergency response incidents and is comprised of a Local or State IMT, a Regional Away Team, and a Corporate Crisis Management Team (known as a "Go-Team"). This generalized tiered approach is illustrated below.

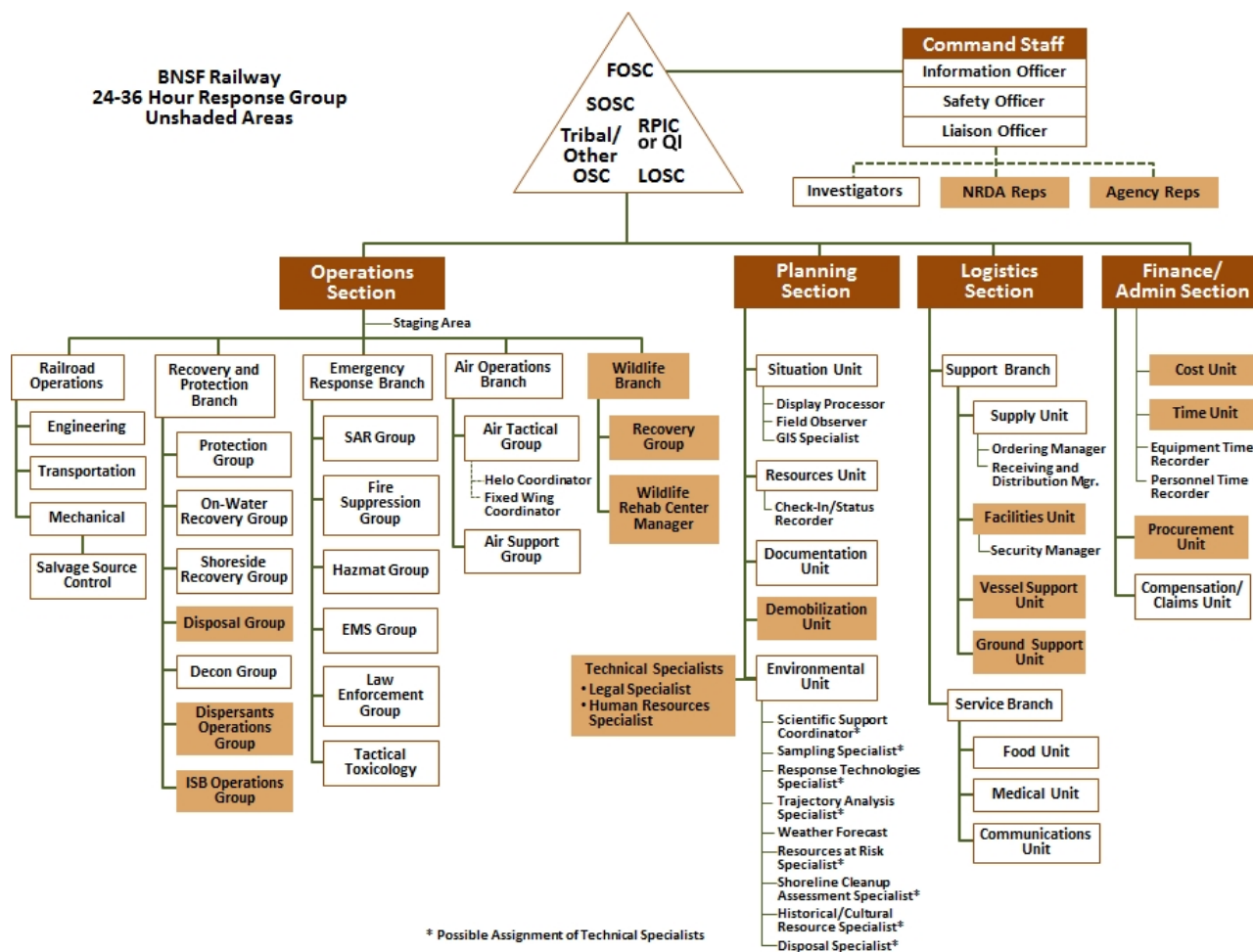


BNSF utilizes the following process to activate the IMT organization by cascading personnel to the incident location based on site-specific conditions and IMT needs:

- At the beginning of a response, and subsequently during incident operations, the QI/Incident Commander assesses the size, scope, complexity, and severity of the incident to determine full or partial activation of local team members.
- If conditions warrant, meaning additional support is needed above and beyond the local IMT, the Incident Commander (or Unified Command) mobilizes additional personnel to be activated and cascaded into the IMT organization.

IMT roles and responsibilities for each position are intended to be consistent with the job descriptions contained in the BNSF and USCG Incident Management Handbooks. The ICS organizational chart on the next page provides an example of a BNSF IMT organizational ICS structure potentially implemented for a Worst-Case Discharge (WCD) incident.

Example Organizational Chart: Possible spill response structure for a WCD. [Actual organization is determined based on the specifics of an incident.]



In addition to its emergency response functions, the BNSF IMT also develops and maintains emergency notification procedures, trains and supports emergency response teams, conducts drills and exercises, and maintains relationships with organizations that provide emergency response support.

BNSF integrates (by contract) OSROs and other spill response experts that are able to provide response resources and additional IMT expertise in areas such as incident management, wildlife management, water and air dispersion modeling, toxicology, chemistry, fire-fighting, communications, and railroad and commodity salvage. Contracted incident management experts are capable of supporting the BNSF IMT to manage large-scale incidents.

IMT members generally receive system, team, and position-specific ICS training. IMT members also participate in table-top drills ranging from discussion-based to full scale functional exercises, as well as participate in equipment deployment exercises (discussed further in Section 7).

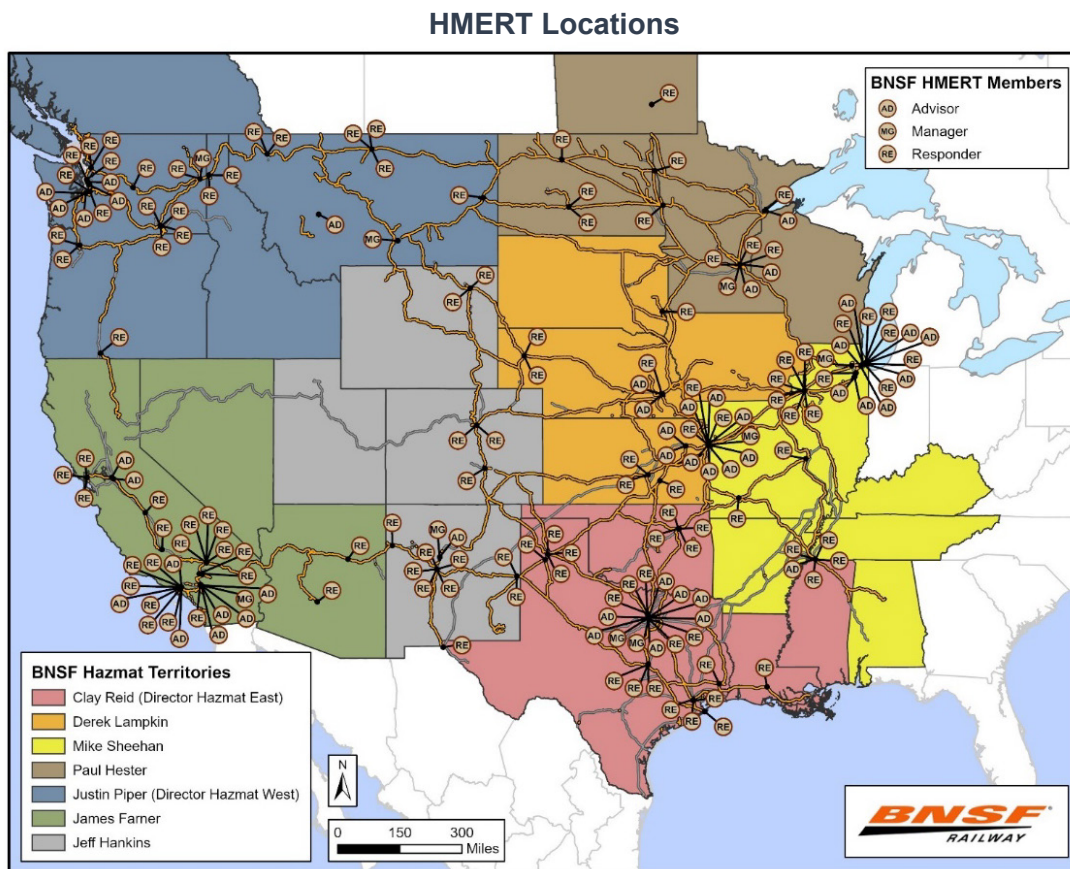
3.4 BNSF Hazardous Material Emergency Response Team

BNSF's Hazardous Material Emergency Response Team (HMERT) consists of trained BNSF personnel located throughout the BNSF network. The HMERT program is comprised of employees from various BNSF departments, with each team member having completed 80 hours of initial training and 24 hours of annual refresher training.

BNSF's HMERT network, shown in the graphic below, aids in quickly initiating the early stages of a response by staging trained personnel who may be able to respond locally and in-person during the time it takes BNSF QIs and/or IMT members to mobilize onsite and directly assume those activities.

HMERT personnel may undertake the following types of responsibilities while the QIs/IMT mobilizes onsite:

- Identify extent of release and needs for notification
- Assume initial command as Responsible Party Incident Commander and assign roles to other responders until relieved by a more senior officer
- Provide information to authorities with response roles
- Coordinate initial assessment of hazards to human health/environment
- Initiate/implement actions to contain/remove the substance released
- Coordinate rescue and response actions with the local fire department
- Coordinate cleanup activities
- Coordinate with State or Federal OSC
- Coordinate with local Fire Department for fire-fighting activities (if necessary).



Section 4: BNSF Incident Support Resources

The BNSF Response Organization described in Section 3 represents an important source of human capital which drives BNSF's emergency preparedness and response programs. Section 4 describes the incident support resources available to this Response Organization which may be implemented once a spill has occurred.

Incident support resources discussed in this section allow the BNSF Response Organization to effectively initiate an emergency response and manage incidents in a rapid, efficient, and well-coordinated manner.

4.1 BNSF Response Contractors

Assets available under contract to BNSF's Response Organization include USCG-classified OSROs, other approved emergency response specialty contractors, spill cooperatives, and Community Awareness Emergency Response groups (collectively, 'Response Contractors'). The QI or other authorized BNSF personnel provide immediate communications to BNSF Response Contractors, when needed.

Resources provided by BNSF's Response Contractors generally consist of personnel and/or equipment described as follows:

- Response Contractor-provided personnel have the authority to work within the IMT and primarily contribute to field operations or IMT support where they may fulfill roles in the Planning Section, Environmental Unit, etc.
- Response Contractor-provided equipment generally consists of emergency response resources dispatched to the site of an incident. This typically includes containment boom, oil skimmers, spilled material storage containers, and support/rigging equipment. Other equipment may also include vehicles, watercraft, mobile command post and supporting equipment, communications equipment, computers and specialized software, Unmanned Aerial Vehicles (UAVs)/Drones, containerized specialty equipment, personal protective equipment, decontamination equipment, etc.

For example, BNSF's contract with the Marine Spill Response Corporation (MSRC), a nationwide OSRO, provides access to personnel and equipment throughout the BNSF rail network. MSRC and other BNSF-contracted OSROs maintain, or make available by contract, the resources and/or capabilities necessary to respond to a spill that may float, sink, weather, or submerge; inspect and maintain this equipment in accordance with manufacturers' recommendations; and have identified related specialized service contractors to provide support with side-scan sonar, dredging, and diving services.

As an example, tabular listings of MSRC (and their contracted 'STAR' network) locations in states containing BNSF-owned tracks are provided below in Table 4-A.

Table 4-A: BNSF Available MSRC Locations

Table 4A: BNSF-Available MSRC Locations ¹											
City	State	Latitude	Longitude	City	State	Latitude	Longitude	City	State	Latitude	Longitude
Birmingham	Alabama	33.54682	-86.70180	Glenwood	Illinois	41.53720	-87.62713	Chattanooga	Tennessee	35.07141	-85.33139
Birmingham	Alabama	33.54441	-86.63251	Lemont	Illinois	41.68399	-87.99323	Chattanooga	Tennessee	35.09213	-85.24722
Mobile	Alabama	30.66422	-88.18916	Roxana	Illinois	38.83623	-90.05105	Goodlettsville	Tennessee	36.28287	-86.74774
Mobile	Alabama	30.66766	-88.04449	Wheeling	Illinois	42.11873	-87.89739	Knoxville	Tennessee	36.04186	-83.82900
Theodore	Alabama	30.56688	-88.12995	Wood River	Illinois	38.86686	-90.10396	Knoxville	Tennessee	35.99150	-83.91165
Chandler	Arizona	33.27118	-111.81559	Des Moines	Iowa	41.64557	-93.58135	Lenoir	Tennessee	35.87252	-84.24390
Mesa	Arizona	33.30597	-111.66924	Grimes	Iowa	41.65632	-93.78367	Memphis	Tennessee	35.00578	-89.88322
North Little Rock	Arkansas	34.80705	-92.20463	Great Bend	Kansas	38.36160	-98.81665	Memphis	Tennessee	35.06190	-90.03940
Alamitos Bay	California	33.74544	-118.11662	Olathe	Kansas	38.86501	-94.83445	Memphis	Tennessee	35.07109	-90.04423
Bakersfield	California	35.39001	-119.05899	Baton Rouge	Louisiana	30.21825	-90.94210	Millington	Tennessee	35.27843	-89.94473
Bakersfield	California	35.45309	-119.04043	Belle Chasse	Louisiana	29.90138	-89.98582	Murfreesboro	Tennessee	35.83025	-86.40040
Benicia	California	38.07079	-122.12245	Belle Chasse	Louisiana	29.83846	-90.05014	Nashville	Tennessee	36.11501	-86.74878
Benicia	California	38.04360	-122.15227	Belle Chasse	Louisiana	29.83637	-90.05104	Nashville	Tennessee	36.16073	-86.70883
Benicia	California	38.04332	-122.15248	Boothville/Venice	Louisiana	29.31716	-89.38858	Baytown	Texas	29.78750	-95.04372
Carpinteria	California	34.38900	-119.50600	Bossier	Louisiana	32.44128	-93.59061	Baytown	Texas	29.75266	-94.94371
Cojo Mooring	California	34.45021	-120.44070	Chalmette	Louisiana	29.97649	-89.94687	Beaumont	Texas	30.03424	-94.09638
Compton	California	33.86432	-118.22228	Fort Jackson	Louisiana	29.35407	-89.46145	Corpus Christi	Texas	27.70199	-97.45310
Concord	California	38.01153	-122.03358	Galliano	Louisiana	29.42633	-90.29378	Crosby	Texas	30.00460	-95.09074
Concord	California	37.99094	-122.06046	Grand Isle	Louisiana	29.25397	-89.97365	Deer Park	Texas	29.70073	-95.13868
Cordelia	California	38.21128	-122.13301	Harvey	Louisiana	29.91313	-90.07246	Deer Park	Texas	29.70278	-95.13237
El Cajon	California	32.81516	-116.97189	Houma	Louisiana	29.62651	-90.69590	El Paso	Texas	31.71861	-106.30802
El Segundo	California	33.91240	-118.39984	Houma	Louisiana	29.57969	-90.67395	Fl. Worth	Texas	32.65914	-97.28681
Eureka	California	40.79660	-124.18192	Houma	Louisiana	29.56930	-90.70036	Galveston	Texas	29.28043	-94.87913
Eureka	California	40.80338	-124.17871	Lake Charles	Louisiana	30.09546	-93.27908	Galveston	Texas	29.28711	-94.86476
Fairhaven	California	40.79618	-124.19479	Lake Charles	Louisiana	30.11115	-93.23066	Hockley	Texas	30.11400	-95.79486
Fields Landing	California	40.72333	-124.22224	Morgan City	Louisiana	29.72564	-91.18257	Houston	Texas	29.93789	-95.32736
Fontana	California	34.08331	-117.51412	Morgan City	Louisiana	29.69661	-91.13092	Houston	Texas	29.67468	-95.23061
Long Beach	California	33.86278	-118.16856	New Iberia	Louisiana	29.99513	-91.84004	Houston	Texas	29.94981	-95.33612
Long Beach	California	33.77212	-118.21313	New Iberia	Louisiana	30.05420	-91.87607	Houston/La Porte	Texas	29.65925	-95.03579
Long Beach	California	33.81023	-118.15381	Port Fourchon/Golden Meadow	Louisiana	29.11689	-90.20360	Ingleisle	Texas	27.85012	-97.22048
Long Beach	California	33.77226	-118.21079	Shreveport	Louisiana	32.41168	-93.74937	Katy	Texas	29.85248	-95.80702
Long Beach	California	33.75765	-118.21989	Sulphur	Louisiana	30.20723	-93.33030	Kilgore	Texas	32.40854	-94.85162
Long Beach	California	33.77317	-118.22075	Sulphur	Louisiana	30.19030	-93.35858	La Marque	Texas	29.35724	-94.99509
Mare Island	California	38.09989	-122.27047	Sulphur	Louisiana	30.20736	-93.33038	Midland	Texas	31.96361	-102.02914
Martinez	California	38.02757	-122.13852	Venice	Louisiana	29.28327	-89.36244	Odem	Texas	27.94038	-97.59224
Martinez	California	38.03353	-122.07779	Venice	Louisiana	29.93786	-89.93294	P66 Three River	Texas	28.27439	-96.11149
McClellan Park	California	38.69908	-121.38532	Cannon Falls	Minnesota	44.53225	-92.91412	Pasadena	Texas	29.68926	-95.17276
McClellan Park	California	38.66020	-121.41046	Chaska	Minnesota	44.84398	-93.58489	Port Arthur	Texas	29.82452	-94.01475
Monterey	California	36.59046	-121.84417	Clinton	Mississippi	32.36075	-90.36313	Port Arthur	Texas	29.92808	-94.00928
National City (24th St. Marine Terminal)	California	32.65700	-117.11700	Jackson	Mississippi	32.29064	-90.33079	Port Arthur	Texas	29.83086	-93.95802
National City (Pier 32 Marina)	California	32.65300	-117.10800	Jackson	Mississippi	32.16452	-90.26010	Runge	Texas	28.93261	-97.79395
Port Hueneme	California	34.14660	-119.20245	Kiln, MS	Mississippi	30.37642	-89.45153	San Antonio	Texas	29.44285	-98.41178
Rancho Dominguez	California	33.84717	-118.22324	Nesbit	Mississippi	34.88048	-90.00434	Stanton	Texas	32.12657	-101.82872
Richmond	California	37.90630	-122.37098	Pascagoula	Mississippi	30.35641	-88.50821	Victoria	Texas	28.77750	-96.96739
Richmond	California	37.96839	-122.36661	Waveland	Mississippi	30.30658	-89.40622	Anacortes	Washington	48.51049	-122.60824
Richmond	California	37.94623	-122.36921	Arnold	Missouri	38.40494	-90.38626	Anacortes, Shell Refinery	Washington	48.47330	-122.57110
Richmond	California	37.90500	-122.37111	Kansas City	Missouri	39.09227	-94.57772	Bellingham	Washington	48.75602	-122.50170
Richmond	California	37.94285	-122.36797	Springfield	Missouri	37.21499	-93.26951	Blaine	Washington	48.86854	-122.74866
Richmond	California	37.91583	-122.37000	St. Louis	Missouri	38.53730	-90.44248	Everett	Washington	47.94020	-122.25241
Richmond	California	37.91349	-122.34991	St. Louis	Missouri	38.68987	-90.38915	Ferndale	Washington	48.82465	-122.70439
Riverside	California	34.01878	-117.36263	University City	Missouri	38.66399	-90.29933	LaConner/Pl. Angeles	Washington	48.39796	-122.49571
Riverside	California	34.01878	-117.36263	Billings	Montana	45.75515	-108.69011	Longview	Washington	46.11379	-122.93876
Sacramento	California	38.56628	-121.51415	Helena	Montana	46.59278	-111.97421	Neah Bay	Washington	48.36618	-124.61012
San Diego	California	32.75672	-117.20825	Libby	Montana	48.39429	-115.56631	Neah Bay	Washington	48.36611	-124.60999
San Diego (10th Ave. Marine Terminal)	California	32.69700	-117.15200	Missoula	Montana	46.88936	-114.01290	Orcas Island, Eastsound	Washington	48.69531	-122.88553
San Diego (G St. Marina)	California	32.71000	-117.17450	Gretna	Nebraska	41.10124	-96.26218	Pasco	Washington	46.22536	-119.04208
San Diego (W/H & Yard)	California	32.69917	-117.14730	Albuquerque	New Mexico	35.08668	-106.71842	Port Angeles	Washington	48.12237	-123.44550
Santa Barbara	California	34.40700	-119.69000	Albuquerque	New Mexico	35.17815	-106.59902	Port Angeles, Boat Haven Marina	Washington	48.12615	-123.45432
Santa Paula	California	34.35994	-119.04063	Albuquerque	New Mexico	35.11270	-106.61378	Port Angeles, Fairchild Airport	Washington	48.11566	-123.49505
Signal Hill	California	33.80607	-118.18272	Dickinson	North Dakota	46.87842	-102.89426	Port Angeles, Terminal 3	Washington	48.12511	-123.43944
Stockton	California	37.95133	-121.32790	Dickinson	North Dakota	46.97065	-102.78966	San Juan Island, Friday Harbor, Airport	Washington	48.52963	-123.02430
Terminal Island	California	33.73751	-118.26356	Keene, ND	North Dakota	47.88710	-102.94282	San Juan Island, Friday Harbor, Roache Harbor Resort	Washington	48.60385	-123.15612
Terminal Island	California	33.73469	-118.26969	Watford City	North Dakota	47.73786	-103.29267	Seattle	Washington	47.56869	-122.35480
Terminal Island	California	33.73335	-118.27041	Williston	North Dakota	48.14132	-103.69171	Seattle	Washington	47.66830	-122.39525
Vallejo	California	38.10866	-122.27033	Tulsa	Oklahoma	36.17308	-95.86250	Seattle, Harbor Island	Washington	47.58111	-122.35766
Ventura	California	34.26965	-119.24522	Tulsa	Oklahoma	36.12261	-96.02026	Seattle, Point Wells	Washington	47.78204	-122.39735
Ventura Harbor	California	34.24562	-119.26364	Tulsa	Oklahoma	36.19408	-95.91793	Spokane	Washington	47.70948	-117.34991
Wilmington	California	33.77781	-118.24155	Wilson	Oklahoma	34.17358	-97.43957	Spokane	Washington	47.68643	-117.54014
Wilmington	California	33.77578	-118.25654	Astoria	Oregon	46.18847	-123.86130	Spokane	Washington	47.65878	-117.42605
Wilmington	California	33.77577	-118.25714	Clackamas	Oregon	45.40417	-122.53722	Tacoma	Washington	47.26266	-122.43298
Commerce City	Colorado	39.78471	-104.91003	Philomath	Oregon	44.53995	-123.37087	Gillette	Wyoming	44.24509	-105.48004
Denver	Colorado	39.78855	-105.00129	Philomath	Oregon	44.53995	-123.37087	New Castle	Wyoming	43.85040	-104.21390
Windsor	Colorado	40.47382	-104.88385	Portland, Kinder Morgan Willbridge Terminal	Oregon	45.56474	-122.74432	P66 Casper	Wyoming	42.85652	-108.27791
Boise	Idaho	43.54135	-116.18196	Portland, Pacific Terminal Services	Oregon	45.34761	-122.45672	P66 Sheridan	Wyoming	44.66562	-106.90300
Dolton	Illinois	41.64456	-87.60556	Rapid City	South Dakota	44.09570	-103.16700				
Glenwood	Illinois	41.53720	-87.62713	Chattanooga	Tennessee	35.09009	-85.37850				

Notes:
1: Table contains MSRC locations in states containing BNSF-owned tracks based on MSRC-provided data in April 2020. Additional BNSF-available MSRC locations are located throughout the U.S.

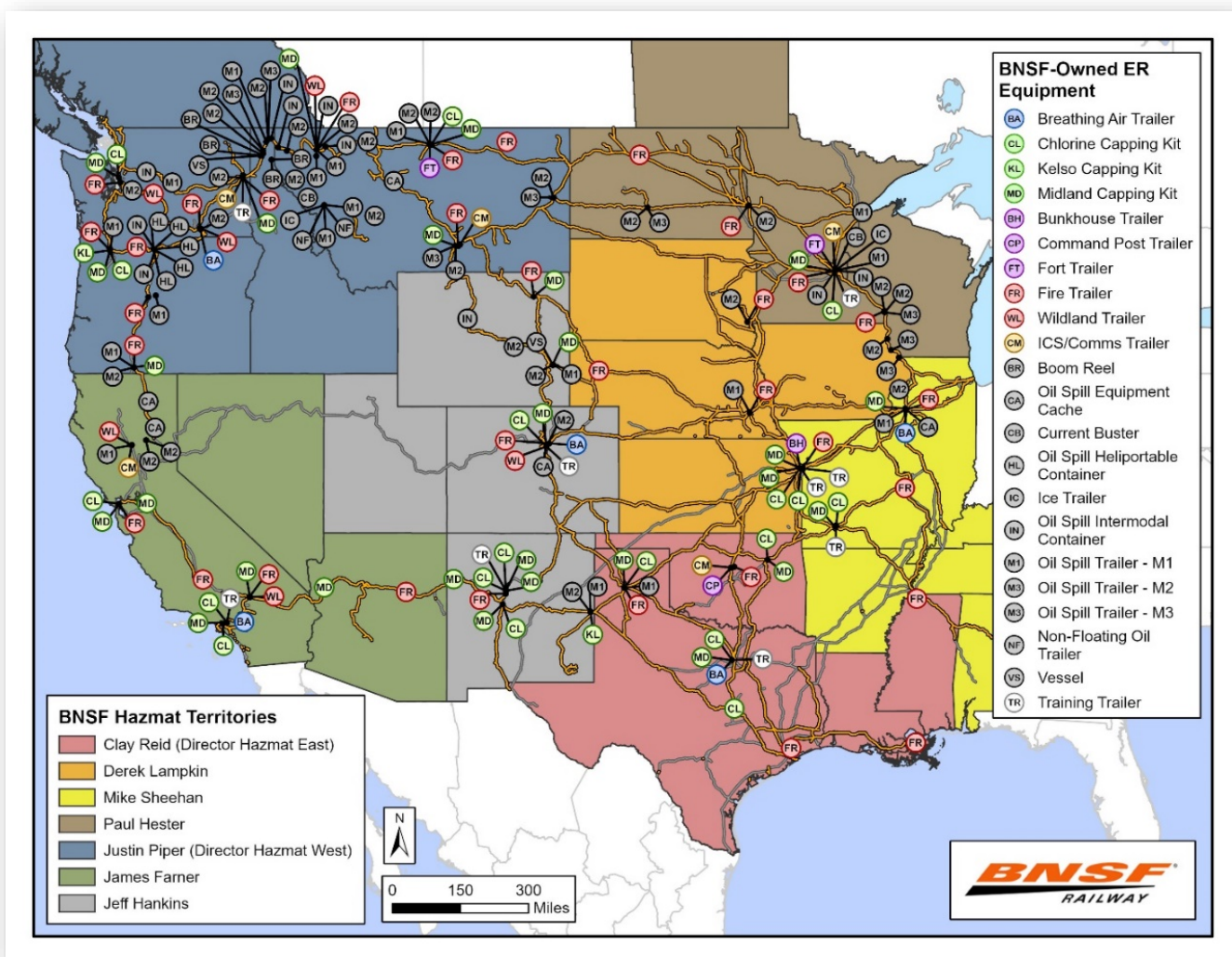
In addition to MSRC asset locations above, BNSF maintains additional contracts with other national and regional OSROs (i.e., U.S. Ecology) and specialty contractors [such as the Oiled Wildlife Care Network (OWCN), Whitewater Rescue Institute, etc.].

If needed, BNSF is prepared to supplement OSRO-provided equipment with additional BNSF-owned emergency resources discussed in detail in Section 4.2.

4.2 BNSF-Owned Specialized Equipment

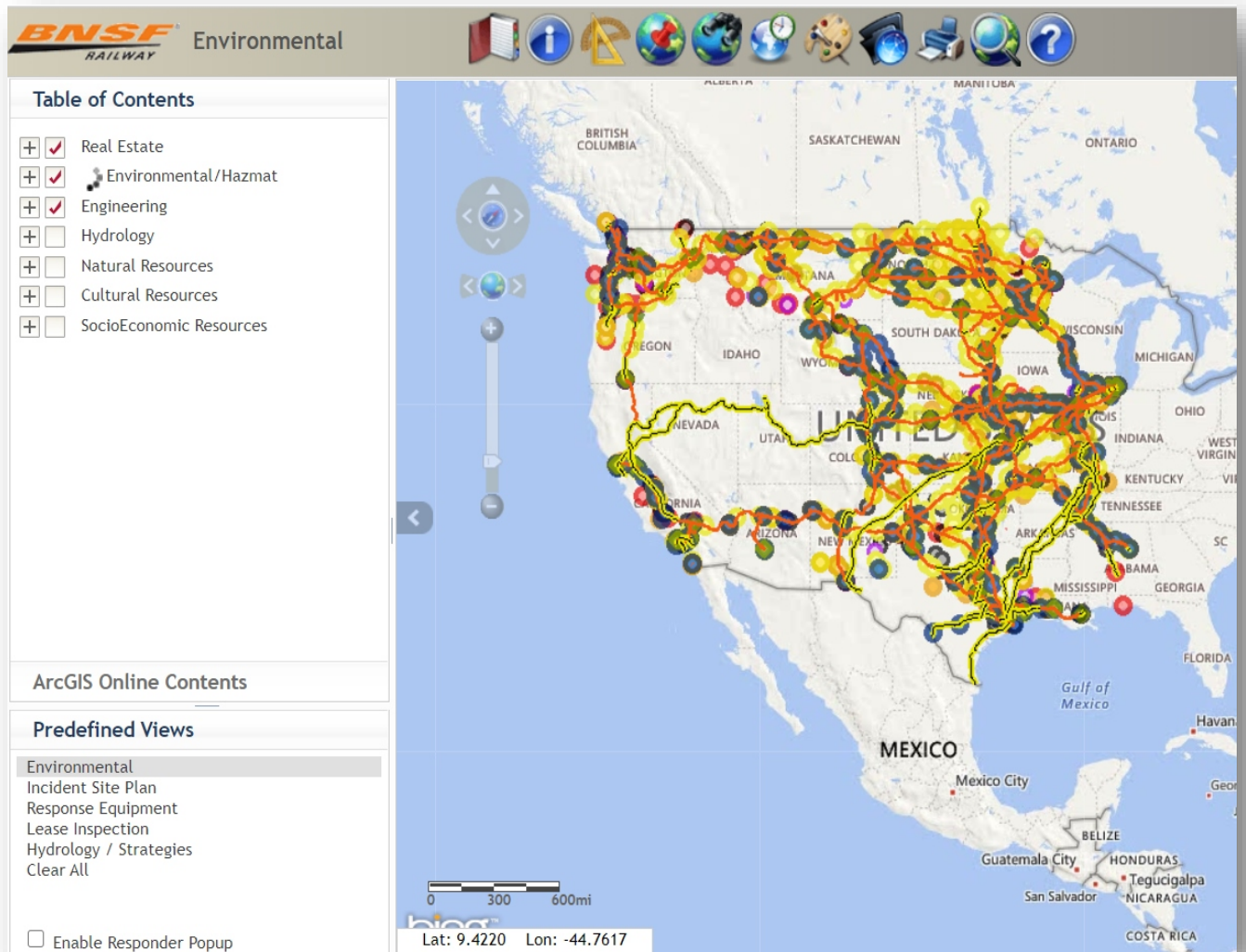
As an organization, BNSF has purchased and staged numerous types of emergency response equipment throughout its network to support the Response Organization. This equipment varies from conventional containerized oil spill response equipment to highly specialized commodity-specific leak capping kits, ice-response assets, fire-fighting trailers, and breathing air equipment. Collectively, this specialized equipment helps BNSF attain Best Achievable Technology (BAT) capabilities.

In general, this equipment is staged at strategic locations throughout BNSF's network to provide capabilities which may not be available locally from Response Contractors (i.e., in rural portions of the network), or to aid in addressing commodity-specific or volume-related needs of a particular location or rail subdivision. Figures 1 – 8 at the end of the SERP depict locations of this equipment, by equipment type. The graphic below presents all BNSF-owned equipment types on a single network-wide map.



4.3 BNSF Geographic Information System (GIS)

BNSF has developed a web-based GIS mapping application, the BNSF 'Environmental Viewer' (depicted below), to provide both cached and real time data on locations of assets, infrastructure, and natural, cultural, and socio-economic resources across the BNSF network.



The Environmental Viewer provides detailed information which allows BNSF to quickly evaluate incidents and answer important response initiation questions such as:

- Which federal, state, county, and local emergency agency jurisdictions is the spill located in?
- Does demographics information suggest community air monitoring may need to be initiated immediately?
- Is the spill located near a waterway?
 - If yes, where does that waterway go?

- Are pre-developed GRP response strategies located along the waterway that could be implemented?
- Are readily identifiable natural, cultural, or socio-economic resources located in the vicinity of the spill (or downstream)?
- Where is the closest BNSF-owned emergency response equipment located and how far away is it?
 - What is the inventory of equipment available at that location?
 - Who should I call to mobilize this equipment to the incident?

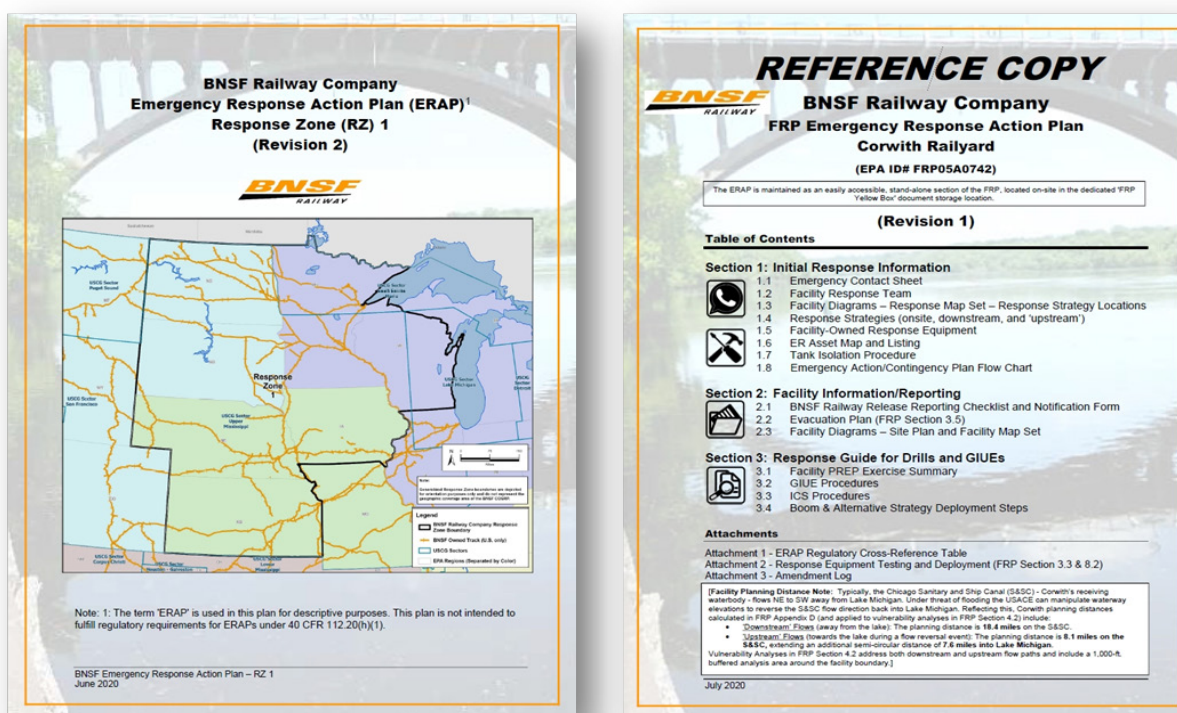
This web-based mapping application represents one of many technology-based incident support resources available to the BNSF Response Organization. Other examples include the BNSF 'Hazmat Center', ICS-driven software platforms, the AskRail mobile application, air and water spill dispersion models, etc.

Section 5: Initial Response Actions

By providing plans, personnel, and equipment, the resources described in Sections 2 through 4 allow BNSF to remain poised to initiate an emergency response at any time and at any location throughout its rail network. Once an incident has occurred, the response actions described in Section 5 are intended to be implemented (as appropriate to the spill) in the initial phases of the response.

BNSF resources, such as standalone 'Emergency Response Action Plans' (ERAPs), describe these initial response actions and provide time-critical information for the emergency phase of a spill.

Example BNSF ERAPs:



Initial response actions are designed to be scalable across a spectrum of incident types and magnitudes and are also used for training and exercises. This section presents a general summary of several key BNSF initial response actions, including:

- BNSF's Initial Response Checklist
- Health and Safety
- Notifications
- Evacuations/Site Safety
- Spill Assessment and Tracking
- Air Monitoring
- Resource Identification
- Resource Protection.

5.1 Initial Response Checklist

In the event of a spill, BNSF may implement the actions listed in the Initial Response Checklist (Checklist) as an aid to address incident objectives.

An example Checklist is provided on the following pages.

EXAMPLE: Initial Response Checklist

Instructions: The checklist below provides a summary of potential items to be undertaken during response initiation. Use the checklist as an aid in completing the items which follow, as appropriate to the scale of the incident.

1. Spilled Material Incident Internal Reporting:

In the event you are immediately present at the location of a railroad spilled material incident, do the following immediately pending the arrival of the Qualified Individual and/or response resources:

- 1.1 Take all precautions necessary to protect yourself and your coworkers.
- 1.2 Check the wind direction.
- 1.3 Isolate and secure the immediate area and directly down wind.
- 1.4 Attempt to verify that railroad employees, contractors, and the public do not enter the affected area or are escorted from the area.
- 1.5 If safe to do so, obtain as much as information on the situation as possible, including:
 - ✓ Exact location of the incident.
 - ✓ Initials, placard information, and numbers of cars that may be involved.
 - ✓ Commodities or materials involved. [Utilize consist (if available) to access shipper/commodity-specific information, SDS(s), and/or emergency contact number(s).]
 - ✓ Severity of the incident, specifically situations that may pose immediate danger to life, health, or the environment.
 - ✓ Circumstances of the incident.
 - ✓ Weather conditions, including wind direction, at the incident site.
 - ✓ Distance to the nearest populated areas.
 - ✓ Possible impact to waterways.
 - ✓ Where the train or switch crew can be located and how they can be identified.
 - ✓ Any emergency response activities already initiated and by whom.

☐ 2. Initiate BNSF Internal Notification Procedures:

☐ 3. Initiate BNSF External Notifications:

Mark the notifications checkbox only after components below are obtained.

Tasks:	<input type="checkbox"/>	3.1 Confirm Internal Notification Procedures have been undertaken.
	<input type="checkbox"/>	3.2 Confirm applicable railroad Hazmat Manager(s) (and/or Qualified Individuals, Spill Management Team, etc.), Emergency Response Contractor(s) (OSROs/Responders), and other applicable personnel have been notified in a timely manner. Document notifications made.
	<input type="checkbox"/>	3.3 Confirm government incident support agencies and other government stakeholders (as warranted) have been notified in a timely manner. Document notifications made.
	<input type="checkbox"/>	3.4 Complete and update applicable spill reporting form(s) containing available initial spill information, including an assessment of environmental conditions. Document notifications made.

EXAMPLE: Initial Response Checklist

☐ 4. Initial Staff and Equipment Mobilization:

Mark the staff/equipment mobilization checkbox only after components below are obtained.

Tasks:

- ☐ 4.1 Mobilize applicable railroad Hazmat Manager(s) (and/or Qualified Individuals, Spill Management Team, etc.), and/or Emergency Response Contractor(s).
- ☐ 4.2 Mobilize BNSF TacTox air monitoring equipment and contractor(s).
- ☐ 4.3 Mobilize personnel/equipment owned by Emergency Response Contractors and/or BNSF.
 - Notify/mobilize regional equipment if additional and/or cascading resources are anticipated to be needed.

☐ 5. Initial Response Actions:

Mark the initial response actions checkbox only after components below are obtained.

Tasks:

- ☐ 5.1 Identify spilled materials type and acquire SDS. Request and provide SDS(s) to safety officer.
 - ☐ 5.2 Assess initial site safety issues and first responder/public safety.
 - ☐ 5.3 Work with local responders to protect life safety and minimize property damage.
 - ☐ 5.4 Develop Health and Safety Plan, including an assessment of Personal Protective Equipment (PPE) requirements. Implement site safety assessment/PPE requirements.
 - ☐ 5.5 Perform and document air monitoring.
 - ☐ 5.6 Perform Job Hazard Analysis and Safety Briefing(s).
 - ☐ 5.7 Update initial spill status information. [Steps below non-sequentially ordered.]
 - ☐ Determine if the spill source is controlled, or if it is an ongoing release. (If ongoing, attempt to determine the release rate.)
 - ☐ Calculate preliminary spill volume and/or estimate the potential spill-impacted area.
 - ☐ If spill to land, evaluate the potential for groundwater impacts.
 - ☐ Update assessment of environmental conditions.
 - ☐ Analyze where spilled materials are going (using trajectory, river speed). Engage agencies/contractors to request modeling and/or refine estimates.
 - ☐ Refine instructions to dispatched personnel/equipment to allocate resources intended to address the spilled material's estimated downstream leading edge.
 - ☐ Evaluate whether federal, state, and/or local permit(s) may be necessary to perform initial response actions. Begin permit application process(es), if warranted.
 - ☐ Update BNSF Health and Safety Plan with additional assessment information above, if warranted.
 - ☐ 5.8 Contact Resource Stakeholders, review ACPs and GRPs and use other tools to identify potential populations at risk, natural, economic, and/or cultural resources within the spill trajectory.
- OR
- ☐ Not applicable.

EXAMPLE: Initial Response Checklist

Tasks:	<input type="checkbox"/>	5.9 Evaluate potential response strategies/control points for implementation.
	OR	
	<input type="checkbox"/>	Not applicable.
	<input type="checkbox"/>	5.10 Document early actions on ICS 201 form. <ul style="list-style-type: none"> • Develop Initial Incident Map. • Develop Objectives. • Document Current Actions including input from key team members. • Document Initial ICS Organization. • Document Initial Resources ordered on ICS 201 form.
<input type="checkbox"/>	5.11 Transition key personnel from initial response team to the spill management team through completion of an Initial Incident Briefing (ICS 201). <ul style="list-style-type: none"> • Use ICS 201 or equivalent handout available for Unified Command. • Follow ICS 201 format for briefing. • Identify Objectives during briefing. • Identify and introduce key members. 	
<input type="checkbox"/>	5.12 Activate supplemental response resources – as warranted. <ul style="list-style-type: none"> • Call out/mobilize additional resources. • Integrate and coordinate those resources with other plan resources. 	

BNSF Railway Company: Example Initial Response Checklist

3

Supporting materials maintained by BNSF expedite completion of individual Checklist tasks by providing resources such as:

- The BNSF Health and Safety Plan
- Notification procedures flow charts
- Emergency contact phone numbers
- The BNSF initial spill report form
- Maps and tables of BNSF-available emergency response resources
- Blank ICS 201 forms.

Checklist supporting materials used, when appropriate, by BNSF during responses are described in the following sections.

5.2 Health and Safety

In any response, the priority response objective is protection of public health and safety which includes response worker health and safety. Reflecting this, health and safety considerations are integrated by BNSF throughout all aspects of response initiation and are located throughout the Checklist, beginning with Checklist Task #1.1. Health and safety-specific Checklist tasks include (but are not limited to):

- Assessing initial site safety issues and first responder/public safety
- Working with local responders to protect life safety
- Developing BNSF's Health and Safety Plan/Implementing site safety assessment(s)/personal protective equipment (PPE) requirement(s)
- Performing and documenting air monitoring
- Performing Job Hazard Analyses and Safety Briefing(s)
- Maintaining the Health and Safety Plan with updated assessment information.

Example BNSF Health and Safety Plan Template:

The image displays a BNSF Health and Safety Plan (HASP) template. The form is divided into several sections:

- OPERATIONAL PERSONNEL:** Includes fields for Incident Commander (IC), Safety Officer (SO), Asst. Safety Officer (ASO), Operations Section Chief (OSC), and HAZOP Supervisor, each with a name and cell phone number.
- EMERGENCY PROCEDURES:** Includes fields for Hospital Name, Address, Emergency Meeting Location, Evaluation Route, First Aid Kit, Fire Extinguisher, Eye Wash, and First Aid.
- TRACK PROTECTION:** Includes fields for Type of Track, Track Speed, Track Limits, Time Limits, and Wind Direction.
- HAZARD IDENTIFICATION:** Includes fields for Name of Chemical, Physical Properties, Routes of Entry, Exposure Limits, and Hazard Identification (Check all that apply).
- PERSONAL PROTECTIVE EQUIPMENT (PPE):** Includes fields for PPE Required for Entry, PPE Required for Cleanup, and PPE Required for Disposal.
- ACTION LEVELS:** A table at the bottom showing action levels for various chemicals, with columns for Name, CAS No., and Action Level.

BNSF's health and safety programs comply with federal requirements contained in Occupational Safety and Health Administration (OSHA) regulations regarding Hazardous Waste Operations and Emergency Response as outlined in 29 CFR, Part 1910.120. These requirements, commonly referred to as HAZWOPER regulations, were established for the health and safety of personnel involved in response and cleanup operations.

5.3 Notifications

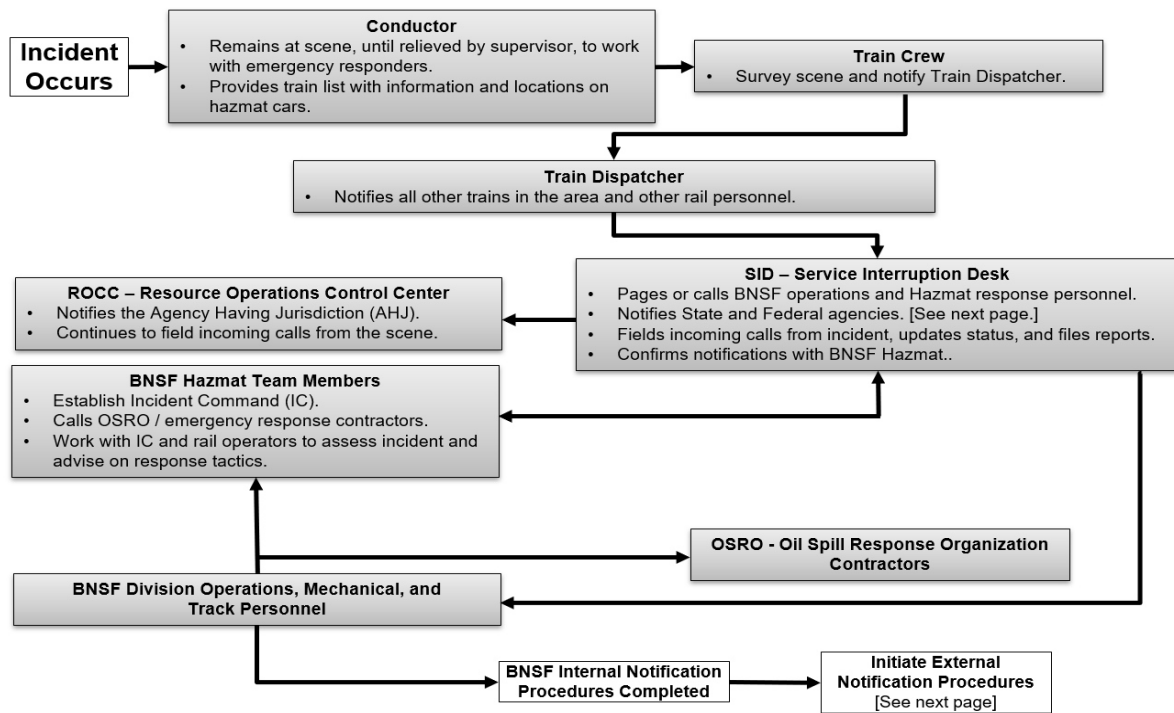
5.3.1 Spill Reporting

In concert with development and integration of health and safety considerations, notification tasks are one of the Checklist's first response actions. Materials supporting the completion of notification tasks include example BNSF internal and external notification procedures provided below.

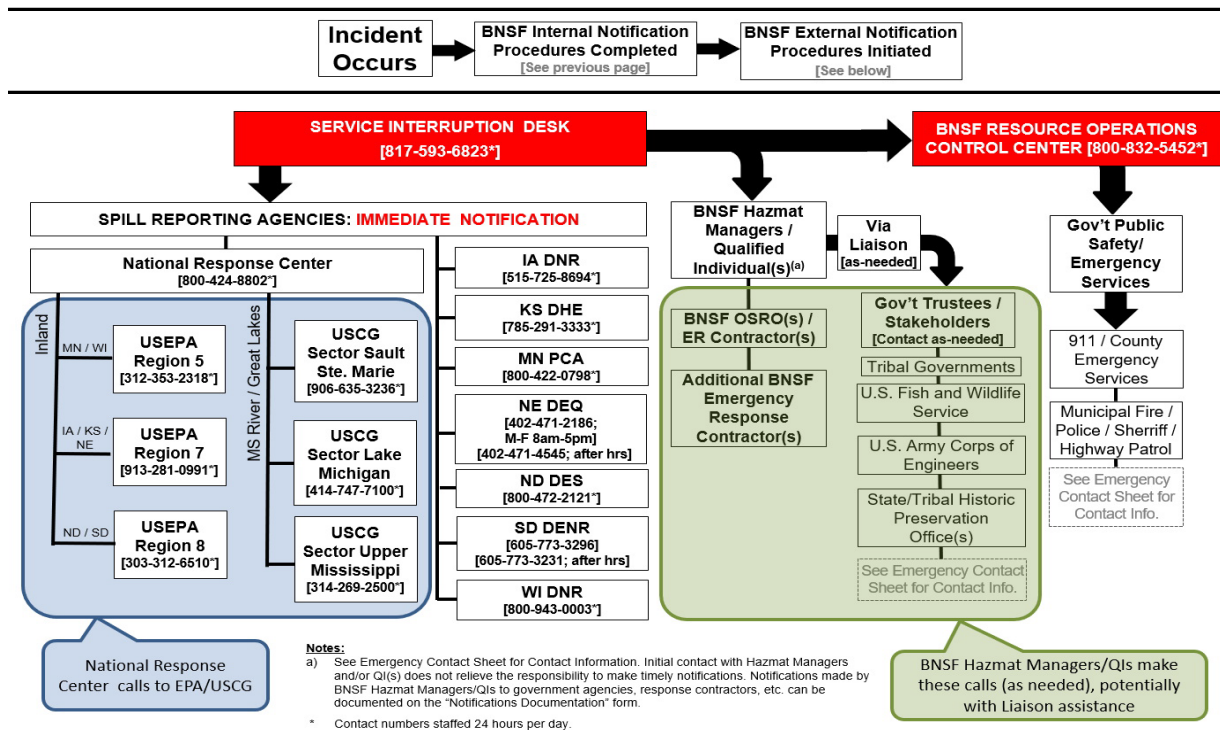
These prioritized notification procedures are designed to guide the communication of information from the time an incident occurs through agency spill reporting, stakeholder notifications, and personnel/equipment dispatch.

Example BNSF Internal Notification Procedures

Basic procedures for BNSF train crew members (Conductor/Engineer) to report a spill or threatened spill to BNSF SID



Example BNSF External Notification Procedures – RZ 1



The purpose of these notification procedures is to meet regulatory requirements and provide timely notification to agency officials responsible for:

- Protecting the safety of the public and responders
- Minimizing potential environmental impacts as effectively and quickly as possible.

Information that should be provided in both initial and follow-up notifications is shown below:

- Name of railroad
- Time of discharge
- Location of discharge
- Name of spilled material(s) involved
- Reason for discharge
- Estimated volume discharged
- Weather conditions on-scene
- Actions taken or planned by persons on-scene.

5.3.2 Informing the Public

The ability of BNSF and civil authorities to share incident information and keep potentially impacted members of the public informed is a paramount health and life safety function. As discussed in the next section, information regarding evacuations, closures, or shelter-in-place directives outside of BNSF's property are made by civil authorities using tools such as reverse 911, incident hotlines, social media, etc.

Other information regarding the incident, its status, and progress may be generated and communicated by the BNSF External Communications or Corporate Relations departments, in coordination with public agencies.

General roles/responsibilities for these BNSF departments include:

- **External Communications:** In coordination with BNSF Corporate Relations and Social Media teams, External Communications provides media with accurate information pertaining to BNSF's role in an incident as soon as possible and with timely updates. External communications personnel generally serve as the BNSF Public Information Officer (PIO), coordinate with other agencies' PIO(s), and take part in the Joint Information Center (JIC). External Communications also develops media messaging, press releases, and other media-specific communications.
- **Public/Tribal Affairs:** BNSF's Corporate Relations and Tribal Relations personnel coordinate with BNSF officials on-scene and serve as liaison to federal, provincial, state, local, and/or tribal officials, as appropriate. Corporate and/or Tribal Relations personnel may also handle media inquiries as needed on the ground.

5.4 Evacuations and Site Security

In the event of a spill requiring facility or area evacuation, BNSF personnel establish, in conjunction with local law enforcement agencies, initial security and limit access into the incident area utilizing other on-duty railroad personnel as needed until civil law enforcement agencies can assume area security. BNSF Resource Protection personnel then provide liaison with the civil law enforcement agencies and help maintain area security.

The decision to evacuate personnel from railroad property is generally made by the railroad supervisor in charge based on U.S. Department of Transportation Emergency Response Guidebook evacuation information. Decisions to evacuate beyond railroad property are made by civil response officers (i.e., Fire Chief) and such evacuation is under the jurisdiction of that civil authority.

The BNSF Resource Protection Department provides security in BNSF facilities and patrols BNSF yards periodically. All BNSF personnel, including Resource Protection personnel, are required to contact the BNSF Service Interruption Desk (SID) if any indication of a spill is observed, or if the security at the facility has been breached.

5.5 Spill Assessment and Tracking

Subsequent to notifications, spill assessment and tracking are additional tasks identified in the Checklist under Initial Response Actions. Spill assessment and tracking are used to help confirm response operations are commensurate with the potential of the situation and are likely to be conducted by initial personnel on-scene and continued by response personnel. Spill assessment and tracking tasks requiring field data collection or field verification efforts are undertaken after initial health and safety considerations are developed and integrated into the response.

Checklist tasks specific to spill assessment and tracking include (among other items) the determination of:

- Product type and potential spill volume
- Environmental conditions
- Trajectory.

5.6 Air Monitoring

A release of hazmat to the environment may pose a risk to human health and the environment. While significant releases occur infrequently, they could potentially occur anywhere along BNSF's track network. If needed, BNSF collects air monitoring data surrounding hazmat incidents for the determination of the potential for impacts to nearby communities as well as emergency responders.

Air monitoring equipment and trained, qualified air monitoring scientists are mobilized as soon as possible to monitor and maintain public and worker potential air exposures. BNSF and its lead toxicology contractor have established the BNSF Tactical Toxicology Program (TacTox) as a means of providing enhanced protection for its workers and the communities it serves in the event of a release of hazmat to the environment.

TacTox was designed to enhance the response and management of hazmat releases by refining air monitoring capabilities and establish a network of BNSF environmental contractors trained to conduct air monitoring, air modeling, and emergency toxicology services. BNSF's air monitoring plan describes the BNSF approach to air monitoring under the TacTox program implemented by BNSF, including:

- Initial site characterization
- Air monitoring instruments and detection limits for community air monitoring
- Community and worker action levels for airborne constituents and fire smoke
- Approach to data quality and reporting
- Hazard communication to stakeholders
- Determination of protective actions and safe distances for workers and communities as part of the Unified Command.

5.7 Identification of Resources at Risk

In addition to addressing potential air quality and public safety impacts through BNSF's air monitoring program, BNSF maintains separate procedures and protocols for the identification of potentially impacted resources.

Whether for environmentally sensitive areas or the identification of other resources potentially at risk (e.g., cultural, socio-economic, life safety), minimizing potential spilled material impacts is an objective common to all spill response efforts or significant threats of spills.

BNSF resource identification tools include:

- ACPs for the U.S. EPA Region and/or USCG Sector relevant to an incident.
- Direct contact/engagement with federal, state, tribal, and/or local response/stakeholder agencies and integration of such resources into the Environmental Unit.
- Use of Environmentally Sensitive Area (and other) GIS data contained in the BNSF Environmental Viewer.

In the event of a spill, the Environmental Viewer can be augmented by additional ACP-specific priority resource data, data provided by resource stakeholders, or via credentials to their internal mapping applications.

5.8 Protection of Resources at Risk

5.8.1 Geographic Response Plans/Control Point Locations

BNSF may use ACP and/or GRP control point/response strategy data to identify locations where resources potentially at risk may exist, or where response contractors can deploy personnel and equipment to contain a spill, protect resources, etc. Individual response strategy sheets generally contain description(s) of equipment and/or personnel necessary to implement a particular strategy at a particular location.

BNSF continues to evaluate areas where additional GRP and/or control point development may be warranted or is being completed by others.

For incidents at locations where response strategies have not been developed, BNSF can implement a variety of shoreline resources and considerations to set priorities and make informed decisions. These types of resources and considerations include (but are not limited to):

- Shoreline Type Mapping
- Shoreline Countermeasures Matrices
- Habitat Factsheets

5.8.2 Strategy Implementation Tactics

In general, tactical strategies for the protection of vulnerable resources generally involve the use of containment, diversion, and exclusion booming objectives and spilled material collection:

- Containment boom is deployed to contain a floating spill and prevent its migration. This requires the placement of boom in a body of water in front of the oncoming spill mass. Containment boom is usually first placed around the spill source to limit the spread of spilled material. The ends of the boom are anchored onshore or in open water. Containment boom can also be used to encircle or otherwise entrap the floating spill body so it can be recovered or removed.
- Diversion/Deflection: Diversion boom directs spilled material toward a desirable recovery site whereas deflection boom deflects the floating spill body away from a bank. Deflection/diversion boom placed at an angle across a moving waterbody is a good option when strong currents are present which may make containment otherwise impossible.
 - Entrainment or loss of spilled material under the boom can occur when a boom is placed perpendicular to a current of more than about 1 mile per hour. Angling the boom has the net effect of deflecting or diverting the floating spill to, or away from, banks where currents may be less severe.
 - A cascade set of deflection booms or staggered chevron boom configurations can be used to remove, intercept, or move a floating spill body in areas with strong currents, channel obstructions, or meanders. Several booms can be deployed in this configuration when a single boom cannot be used because of fast currents or because of the need to leave navigational openings. Shorter sections of boom, when used in a cascade or chevron deployment, are easier to handle in faster water. Additional equipment is required to set and maintain this system in comparison to the single boom configuration.
- Exclusion booming is deployed across or around sensitive areas such as marshlands, water intakes, and shorelines, thereby forming a protective barrier. Exclusion boom is most efficient in low current areas.

The types of boom used, and techniques used to deploy boom or perform collection, vary significantly depending on spilled material characteristics and site conditions. The information contained above includes only general guidelines and topical coverage. Additional agency and industry resources on these topics are available from multiple sources including relevant ACPs.

5.8.3 Procedure for Obtaining Approval for Use of In-situ Burning and Dispersants/Other Chemicals (if applicable)

Relevant ACPs are also used as necessary to address use of alternative response strategies such as in-situ burning and/or use of dispersants or other chemicals. U.S. Regional Response Teams (RRTs) may preauthorize or prohibit the use of dispersants in the waters of their region. Most of the RRTs have established preauthorized zones for dispersant use. During an incident, the Federal OSC has the authority to approve alternative response strategies in consultation with the RRT made up of federal, state, and/or local members.

Section 6: Ongoing Response Actions

Section 6 describes tasks generally undertaken after initial response actions have been initiated or as the emergency phase of the spill begins to close. These include (but may not be limited to) wildlife response, groundwater assessment, waste management, claims resolution, and post-spill review tasks.

The following sections describe these tasks and the BNSF resources available to address them. Depending on the location, magnitude, and other spill-specific characteristics, some tasks are not warranted in every instance and are to be implemented as appropriate to aid in addressing incident objectives as determined by the Incident Commander or through Unified Command.

6.1 Wildlife Response

If wildlife are impacted or are at risk of impacts from a spill, the Wildlife Branch is activated as part of the ICS Operations Section. Wildlife operations are carried out in accordance with state and federal requirements, including those contained in applicable ACP(s).

BNSF maintains contracts with the OWCN to act as a “Wildlife Response Service Provider”. BNSF also has direct access to Focus Wildlife, another such provider, through its OSROs. These organizations provide trained wildlife handlers that have both federal and state-specific rehabilitation permits and oil spill-specific federal permits to handle oiled wildlife. Table 6-A lists these and other service providers available to BNSF.

Table 6-A: Wildlife Rescue and Rehabilitation Contractor		
Resource	Capability	Contact Information
OWCN	Wildlife Response Service Provider, trained wildlife response personnel, oiled wildlife response equipment and supplies.	877-823-6926
Focus Wildlife	Trained wildlife response personnel, oiled wildlife response equipment and supplies	301-386-5965
Clean Rivers Cooperative	Wildlife response trailers and tents; trained wildlife responders (via OWCN and Focus Wildlife)	503-220-2040
MSRC	Wildlife response trailers	703-326-5600

6.2 Waste Management

The collection, storage, transport, treatment, and disposal of wastes generated during a spill cleanup can require a significant logistics effort and must be managed in compliance with local, state, and federal regulations. Whenever possible, BNSF attempts to recycle commodities recovered and materials generated during response efforts to reduce waste quantities. Materials which cannot be recycled may include both hazardous and non-hazardous wastes such as oily debris, oiled material (such as sorbent and boom, contaminated PPE, contaminated soil, oil/water mixes), and non-oiled waste from staff support and logistics.

- BNSF has contracted with consultants/disposal company(s) to coordinate all non-hazardous waste disposals.

- The disposal of hazardous waste requires specialized training in profiling, manifesting, and recordkeeping.
 - Per BNSF procedures, the disposal of hazardous waste from emergency response or remediation activities should be coordinated through the BNSF Manager Environmental Remediation or Manager Environmental Operations.
 - All BNSF staff and consultants/contractors involved in the management, transportation, and disposal of hazardous waste are required to have training in accordance with 40 CFR Part 262 (or respective state regulation) and 49 CFR Part 172.

BNSF prepares waste management plans to describe the details of how waste is to be managed and how the entire volume of recovered spill material and associated wastes is tracked and accounted for over the course of the response effort. The plan covers all aspects of waste management including regulatory compliance, quantities and types of waste, waste minimization and segregation, temporary and interim storage, transport, and disposal arrangements.

6.3 Claims

Upon notification of an event, the BNSF Claims Department (BNSF Claims) assembles personnel and resources depending on the location and nature of the incident. BNSF Claims representatives first deploy locally and cascade to a regional or national scope depending on the type of the incident and the corresponding expected resource needs.

BNSF Claims communicates and coordinates with BNSF Corporate Relations, Public Affairs, Government Affairs, Law, and/or other departments. Through coordination with these groups and Incident Command, BNSF Claims:

- Uses various social and traditional media resources (Twitter, Facebook, television, radio, newspaper, etc.) based on the type and location of the event and local media resources available.
- Works with local law enforcement to protect the immediate safety of the community through evacuation and shelter in place methods. Established local/regional points of contact, a telephone hotline number, and/or designated email address or website may also need to be communicated depending on the nature of the response, nature of the incident, and potential community impact.
- Working through the Incident Command, BNSF Claims coordinates with local, tribal, state, provincial, and/or federal agencies to confirm that affected community members are reasonably accommodated in the event of an evacuation.
- Responds to and investigates claims related to the incident as they are presented.
- Clearly communicates established points of contact along with instructions for the handling of any potential claims including establishing a local Claims Processing Center, if necessary.

6.4 Incident Termination / Post-Spill Review

Systematic procedures for terminating a hazmat incident should be enacted to facilitate any remaining cleanup or restoration actions that are required. BNSF's termination procedures generally focus on:

- Proper decontamination of personnel and equipment to eliminate the potential for contamination to be conveyed off-site.
- Proper handling, documentation, and disposal of all waste materials and products resulting from the incident or generated by the response activities.
- Site restoration and rehabilitation measures which address damages caused by the incident or response activities. Typically, final clean-up is a negotiated position with regulatory agencies.
- Medical surveillance to confirm response personnel are examined as part of the termination phase to document the potential for health effects related to the incident.

BNSF conducts and documents post-spill assessments and debriefings with participating parties/organizations. This assessment generally addresses questions such as:

- Procedures — Were adequate or correct orders given and actions taken? Were these the result of sufficient information, good judgment, and procedures? Can procedures or training be improved?
- Communication — Was communication adequate? Was contact with appropriate resources readily available?
- Involvement — Were responders sufficiently or properly involved in managing the response?
- Equipment — Was the hazmat equipment (BNSF- and/or contractor-provided) adequate? Are changes necessary?
- Contractors — Were the hazmat contractors adequate? Are changes necessary?

If deficiencies are identified during the assessment, appropriate follow-up actions are implemented to improve future response preparedness.

6.5 Site Remediation / Closure

Though an incident may have been terminated and the IMT, OSCs, and responders have demobilized back to their home bases, the site of a hazmat incident is not closed until it has been remediated. The Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA), as amended with the Superfund Amendments and Reauthorization Act (SARA), establishes a mechanism for the immediate and subsequent long-term cleanup of contamination from accidental spills and chemical releases and helps drive the final site remediation phase and define when a site can actually be considered closed.

Supporting this process, BNSF identifies, documents, and records relevant environmental data before, during, and after the response. This data is used to generate an understanding of the vertical and horizontal extent of potential contamination, along with a risk assessment and a feasibility study. These data and reports are then used to negotiate subsequent clean up criteria, remedies, and final cleanup approach with the applicable federal, state, local, and/or tribal authority(s).

Section 7: Training, Drills, and Exercises

7.1 Training

This section describes BNSF's emergency response training programs which serve to maintain response readiness and the ability to respond to spills quickly, safely, and effectively.

7.1.1 IMT Training

BNSF maintains an Incident Management and Response Personnel Team training schedule. BNSF employees and contracted IMT members assigned to the IMT receive training prior to being placed into critical ICS positions and/or have ICS trained deputies to support them.

BNSF QIs receive QI and ICS 100, 200, 300, 700, and 800 training; team training (ICS 220 and 320); and ICS position training (ICS 310, 430, 440) for Incident Commander, Operations Section Chief, and Planning Section Chief Level(s).

7.1.2 BNSF-Employed Responder Training

BNSF-employed responders are trained to meet applicable federal and state HAZWOPER requirements as discussed in Section 5.2. Additional training required for BNSF's HMERT personnel was discussed in Section 3.4.

7.1.3 Response Contractor Training

Response Contractor personnel are trained and qualified to the level of response duties performed. BNSF regularly conducts boom deployment training with OSROs and agencies at locations across its system in various waterways and terrain.

Additionally, BNSF Response Contractors maintain listings of qualified personnel available to support response operations, including documentation of trainings performed and attended. Response Contractor personnel who are responsible for operating spill response equipment receive hands-on training in the actual deployment and operation of equipment and vessels. Response Contractors may perform their hands-on training classes in conjunction with the deployment of their equipment.

BNSF requires all Response Contractors to provide HAZWOPER training to their personnel. This training documentation is maintained by each Response Contractor and is provided to BNSF upon request.

7.1.4 Community Training

BNSF's Hazmat Team has a strong commitment to training local responders on hazmat awareness and emergency response. BNSF wants to ensure that we can work with communities and respond quickly in the unlikely event that a hazmat emergency occurs.

BNSF's community training focuses on identifying and training fire departments and emergency responders in smaller communities along relevant rail lines, areas where trained emergency

responders are less common. Through this program, BNSF trains approximately 6,000 responders per year.

7.2 Drills and Exercises

Drills and exercises are designed to provide response personnel with an opportunity to apply training, test and evaluate response plans, and learn from previously held exercises and actual spill events. BNSF uses National Preparedness for Response Exercise Program (PREP) Guidelines for all of its exercise programs.

Table 7-A provides an outline of the types of exercises and frequency requirements as outlined by PREP guidelines for DOT/ PHMSA-regulated ‘facilities’ applicable to BNSF under the COSRP Final Rule. Additional exercise matrices are required for BNSF facilities regulated by the EPA.

BNSF tracks exercise progress over a 3-year triennial cycle using an exercise tracking matrix and has adopted PREP guidelines to assist in meeting the requirements of the exercise program.

Table 7-A: BNSF DOT/PHMSA Exercise Matrix		
Type of Exercise	Frequency of Exercise	Instruction for scheduling
Table Top Exercise	One annually	Plan holders are encouraged to notify their DOT/PHMSA regional office at least one month in advance of conducting their PREP exercises. When possible, DOT/PHMSA participates in and/or evaluate their exercise
Deployment Exercise	Annually. BNSF relies on OSRO owned equipment. OSROs are required to conduct and maintain all documentation regarding training, equipment deployment exercises, equipment inspections, and testing in accordance with manufacturer’s minimum recommendations (including the methods used).	
Worst-case Table Top Exercise	Once every 3 years, within a triennial cycle	
Qualified Individual Notification Exercises (one after-hours/year)	Quarterly	NA
Unannounced Exercise Table Top or Deployment	Once annually	An Unannounced Government-Initiated Exercise or an actual spill event, if properly documented, may meet the annual unannounced exercise requirement

Components to be tested during the triennial cycle include the 15 PREP Core Components listed in Table 7-B.

Table 7-B: PREP Core Components		
	PREP Component	PREP Description
1.	Notifications	Test the notifications procedures identified in the response plan being exercised.
2.	Staff Mobilization	Demonstrate the ability to assemble the Incident Management Organization identified in the response plan being exercised. [And establish the Incident Command Post.]
3.	Ability to operate within the response management system described in the plan	Unified Command – Demonstrate the ability of the Incident Management Organization to work within a Unified Command.
		Response Management System – Demonstrate the ability of the Incident Management Organization to operate within the framework of the response management system identified in their respective plans.
4.	Source/Discharge Control	Demonstrate the ability of the Incident Management Organization to control and stop the discharge at the source, and to effectively coordinate source control activities within the response management system used for the overall incident.
5.	Assessment	Demonstrate the ability of the Incident Management Organization to provide an initial assessment of the discharge or potential discharge and provide continuing assessments of the effectiveness of the tactical planning.
6.	Containment	Demonstrate the ability of the Incident Management Organization to contain the discharge at the source or in various locations for recovery operations.
7.	Mitigation/Recovery	Demonstrate the ability of the Incident Management Organization to mitigate the discharged product through the use of spill countermeasures, including, but not limited to, dispersants, in-situ burning, and bioremediation, in addition to mechanical recovery.
8.	Protection	Demonstrate the ability of the Incident Management Organization to protect the environmentally and economically sensitive areas identified in the industry response plan.
9.	Disposal	Demonstrate the ability of the Incident Management Organization to dispose of the recovered material and contaminated debris.
10.	Communications	Demonstrate the ability to establish an effective communications system for the Incident Management Organization.
11.	Transportation	Demonstrate the ability to provide effective multimode transportation, both for execution of the discharge and support functions.
12.	Personnel Support	Demonstrate the ability to provide the necessary support of all personnel associated with the response.
13.	Equipment Maintenance and Support	Demonstrate the ability to maintain and support all equipment associated with the response.
14.	Procurement	Demonstrate the ability to establish an effective procurement system.
15.	Documentation	Demonstrate the ability of the Incident Management Organization to document all operational and support aspects of the response and provide detailed records of decisions and actions taken.

BNSF is committed to inviting agencies with jurisdictional authority and key stakeholders to observe and/or participate in its exercises.

Acronyms

ACP	Area Contingency Plan
BAT	Best Achievable Technology
CERCLA	Comprehensive Environmental Response, Compensation, and Liability Act
COSRP	Comprehensive Oil Spill Response Plan
CWA	Clean Water Act
EPA	U.S. Environmental Protection Agency
ERAP	Emergency Response Action Plan
ESI	Environmental Sensitivity Index
FRP	Facility Response Plan
GRP	Geographic Response Plan
HMERT	Hazardous Material Emergency Response Team
IMT	Incident Management Team
JIC	Joint Information Center
LERP	Local Emergency Response Plan
LRP	Local Reaction Plan
MSRC	Marine Spill Response Corporation
NCP	National Contingency Plan
NOAA	National Oceanic and Atmospheric Administration
OPA	Oil Pollution Act
OSC	On-Scene Coordinator
OSHA	Occupational Safety and Health Administration
OSRP	Oil Spill Response Plan
OSRO	Oil Spill Removal Organization
OWCN	Oiled Wildlife Care Network
PHMSA	Pipeline and Hazardous Materials Safety Administration
PIO	Public Information Officer
PPE	Personal Protective Equipment
QI	Qualified Individual
RCP	Regional Contingency Plan
RRT	U.S. Regional Response Team
RZP	Response Zone Plan
SARA	Superfund Amendments and Reauthorization Act
SDS	Safety Data Sheet
SERP	System Hazardous Materials Emergency Response Plan
TacTox	Tactical Toxicology Program
UAV	Unmanned Aerial Vehicles
U.S.	United States
USCG	U.S. Coast Guard
WCD	Worst-Case Discharge

Figures

Figure 1 – BNSF-Owned Oil Spill Response Trailer Locations

Figure 2 – BNSF-Owned Industrial Fire-Fighting Trailer Locations

Figure 3 – BNSF-Owned Wildland Fire-Fighting Trailer Locations

Figure 4 – BNSF-Owned Breathing Air Trailer Locations

Figure 5 – BNSF-Owned Tank Car Capping Kit Locations

Figure 6 – BNSF-Owned Incident Command Asset Locations

Figure 7 – BNSF-Owned ICS/Communications Trailer Locations

Figure 8 – BNSF-Owned Training Trailer and Training Car Locations

BNSF Hazmat Territories

- Clay Reid (Director Hazmat East)
- Derek Lampkin
- Mike Sheehan
- Paul Hester
- Justin Piper (Director Hazmat West)
- James Farner
- Jeff Hankins

BNSF-Owned Oil Spill Equipment

- BR Boom Reel
- CA Oil Spill Equipment Cache
- CB Current Buster
- HL Oil Spill Heliportable Container
- IC Ice Trailer
- IN Oil Spill Intermodal Container
- M1 Oil Spill Trailer - M1
- M2 Oil Spill Trailer - M2
- M3 Oil Spill Trailer - M3
- NF Non-Floating Oil Trailer
- VS Vessel

0 150 300 Miles

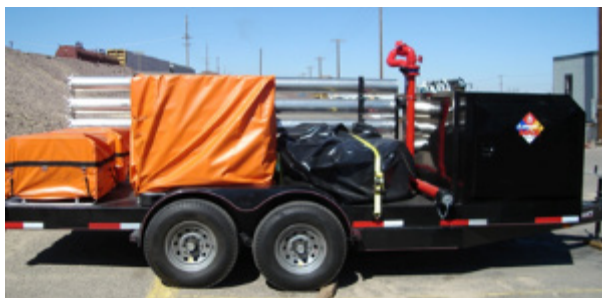
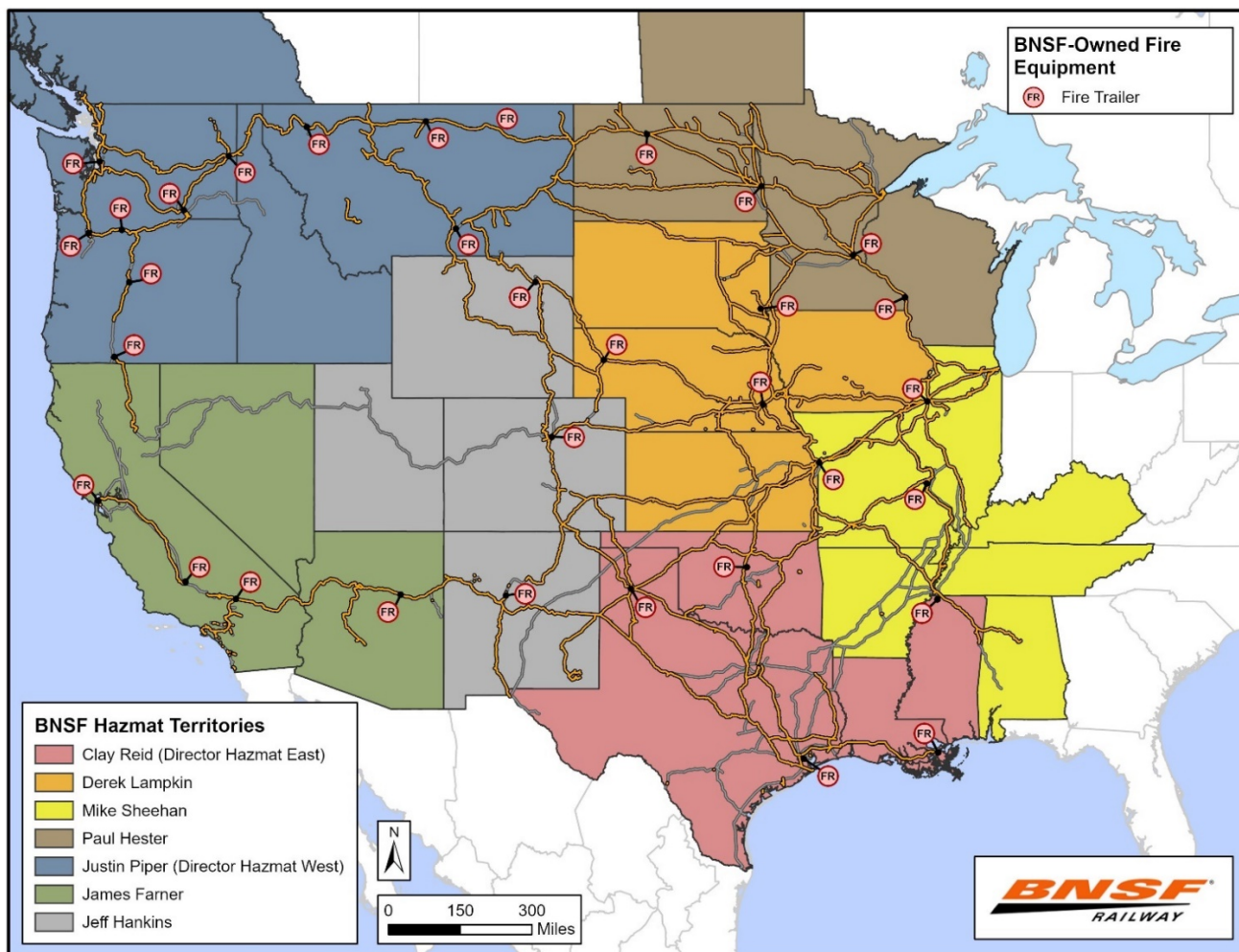
BNSF RAILWAY



Boom, skimmer and power pack, absorbents, collapsible tanks, personal protective equipment (gloves, waders, helmets, safety vests, etc.), miscellaneous tools, buoys, anchors, rigging, suits (rain, chemical, etc.).



Figure 2 – BNSF-Owned Industrial Fire-Fighting Trailer Locations

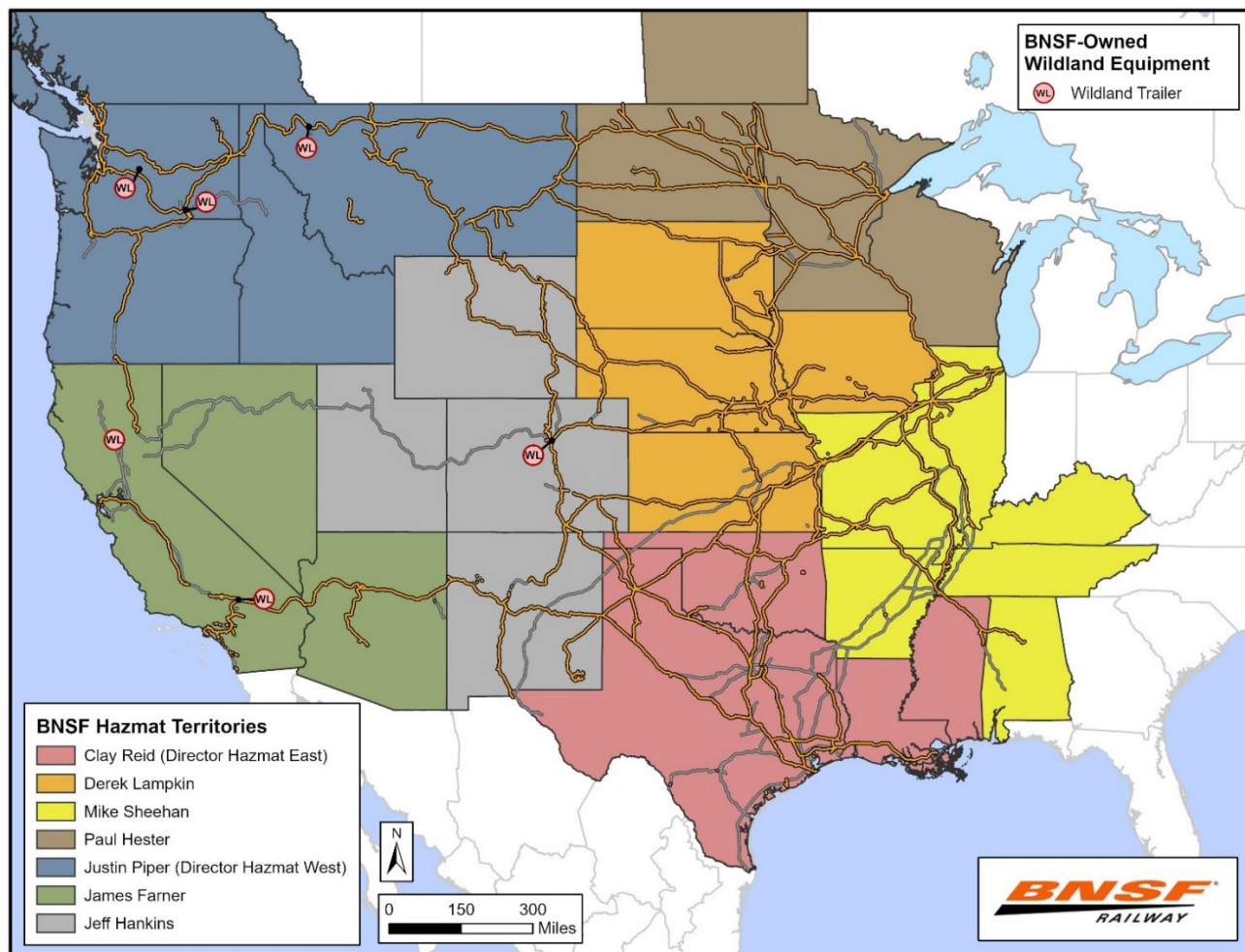


Equipment typically found in Industrial Fire Fighting Trailers:

Monitor(s), pump(s), fire-fighting foam, portable water tank, hoses, nozzles, fittings, miscellaneous tools.



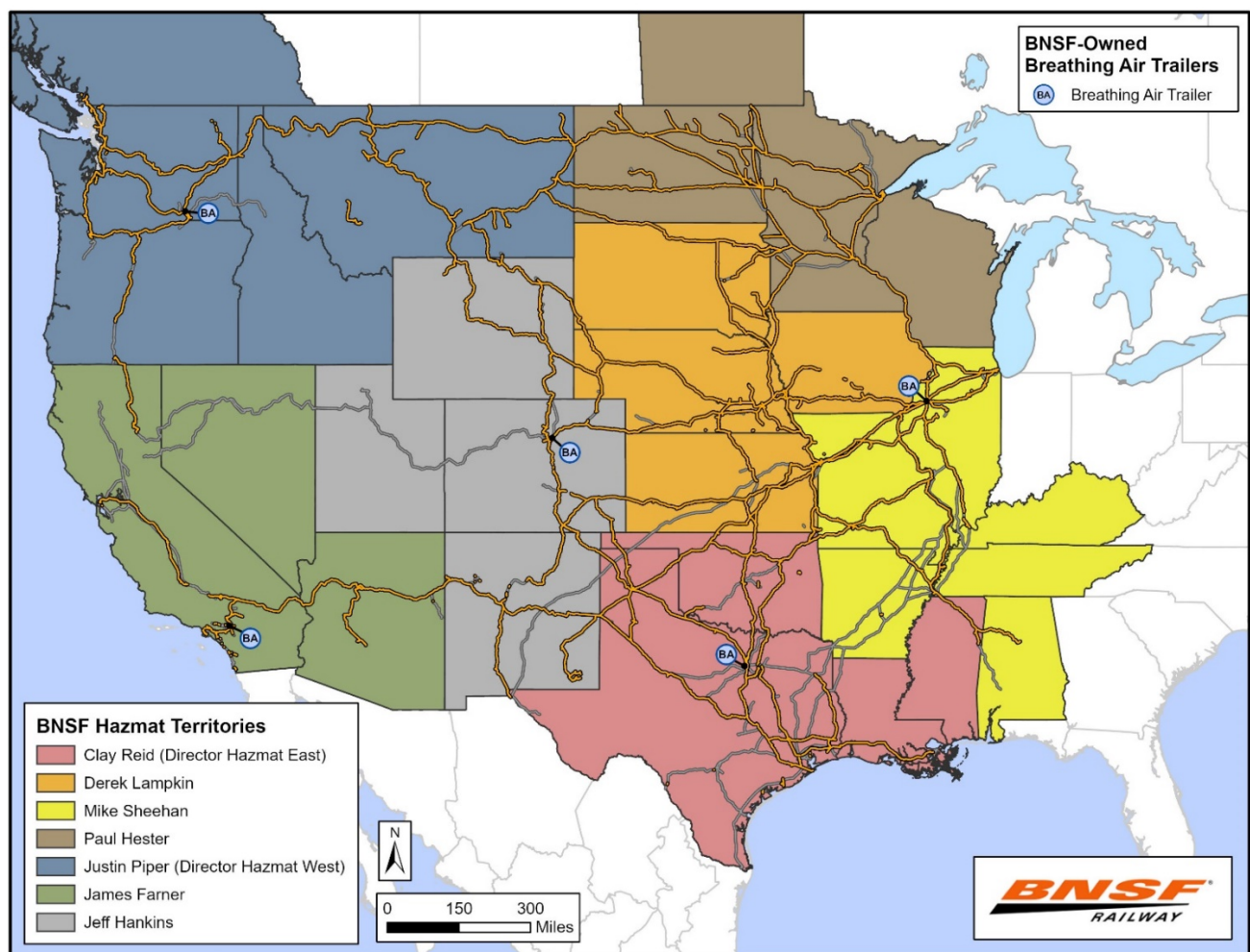
Figure 3 – BNSF-Owned Wildland Fire-Fighting Trailer Locations



Equipment typically found in Wildland Fire Fighting Trailers:

Monitor(s), pump(s), fire-fighting foam, nozzles, chainsaw(s), portable water tank, shelters, fire suits, personal protective equipment, fittings, miscellaneous tools.

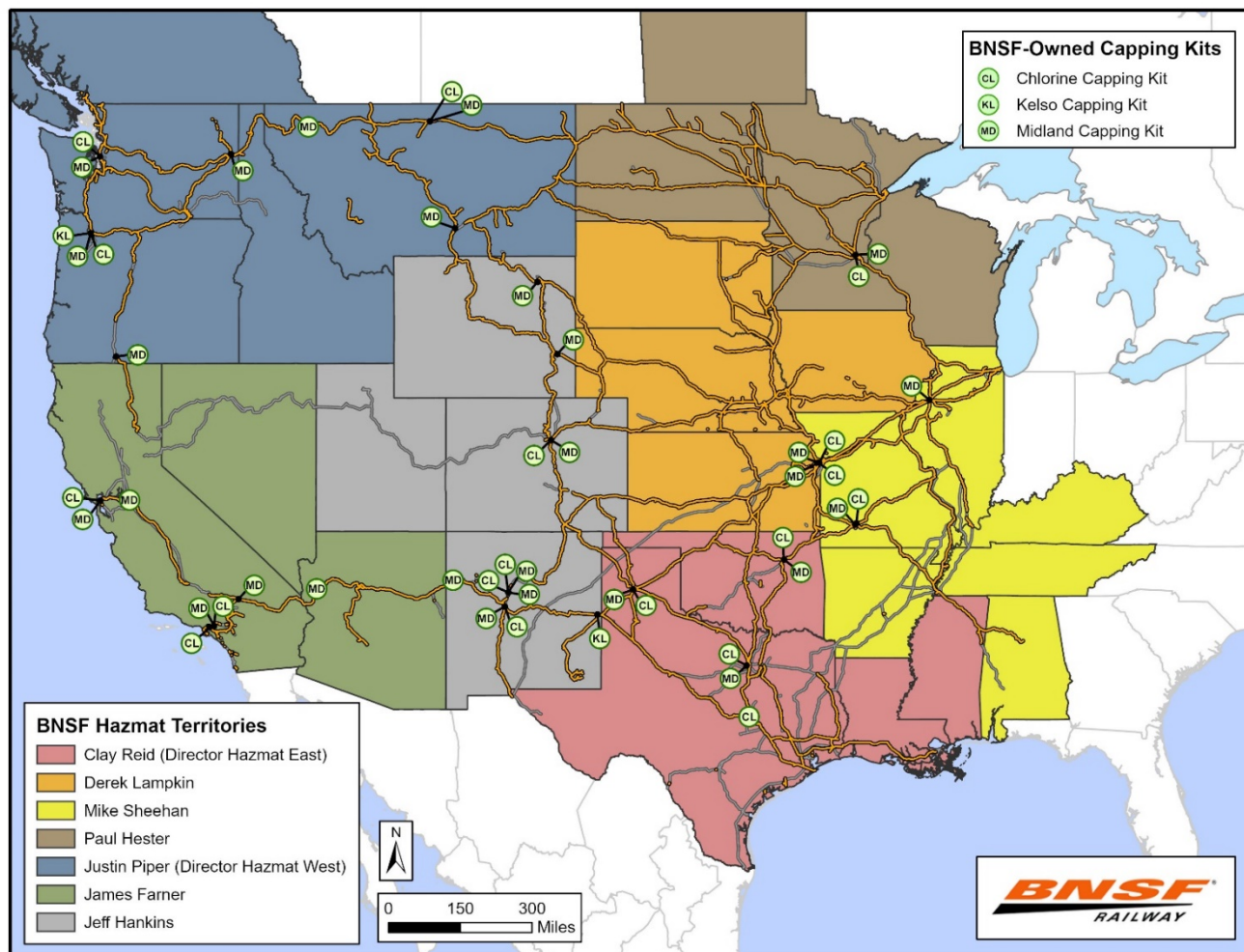
Figure 4 – BNSF-Owned Breathing Air Trailer Locations



Equipment typically found in Breathing Air Trailers:

Air respirators, air cylinders, protective suits, personal protective equipment (gloves, safety vests, ear plugs, etc.), handheld radios, miscellaneous tools.

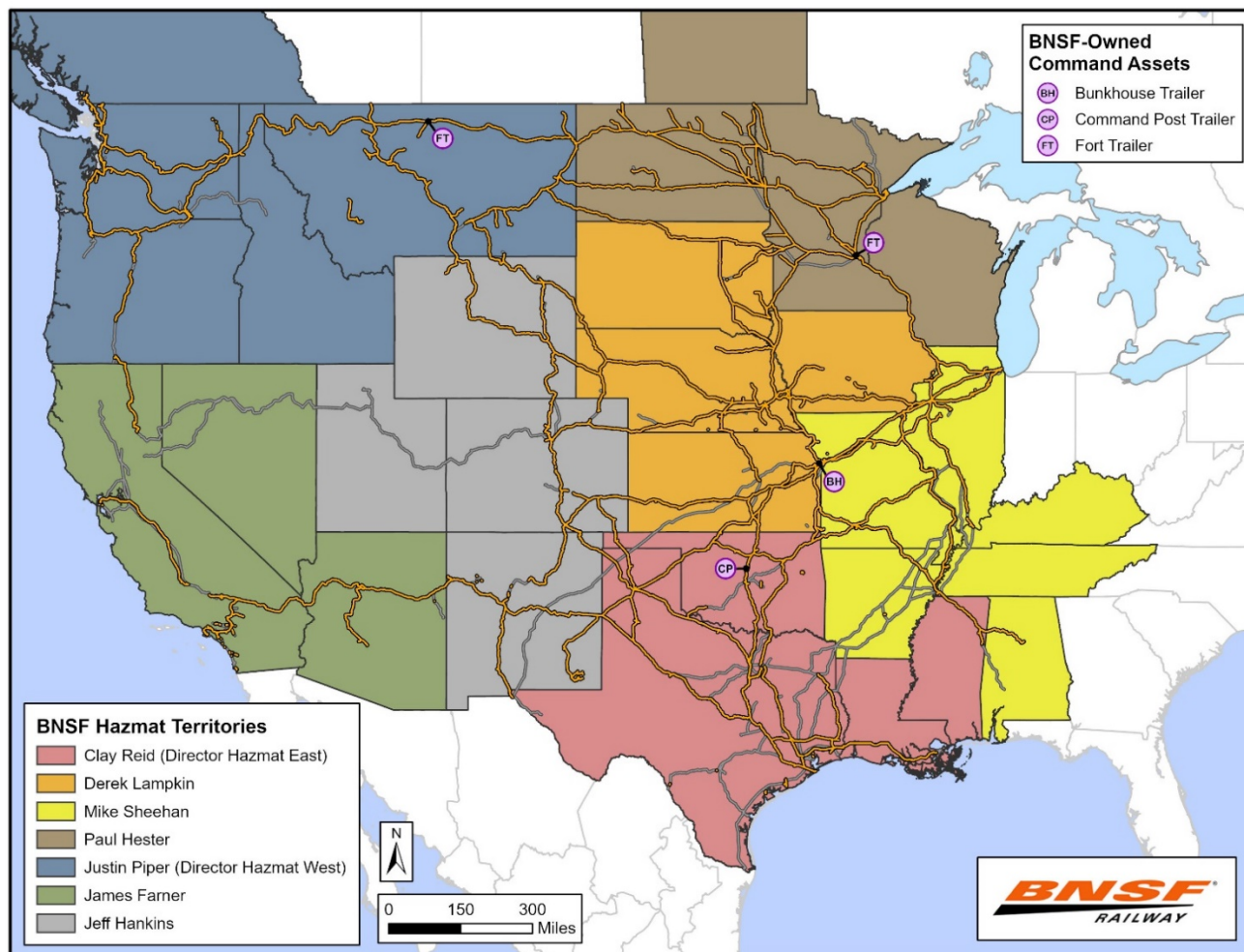
Figure 5 – BNSF-Owned Tank Car Capping Kit Locations



Equipment typically found in Tank Car Capping Kit:

Gaskets, O-rings, socket sets, wrenches, nuts, bolt cutters, miscellaneous tools.

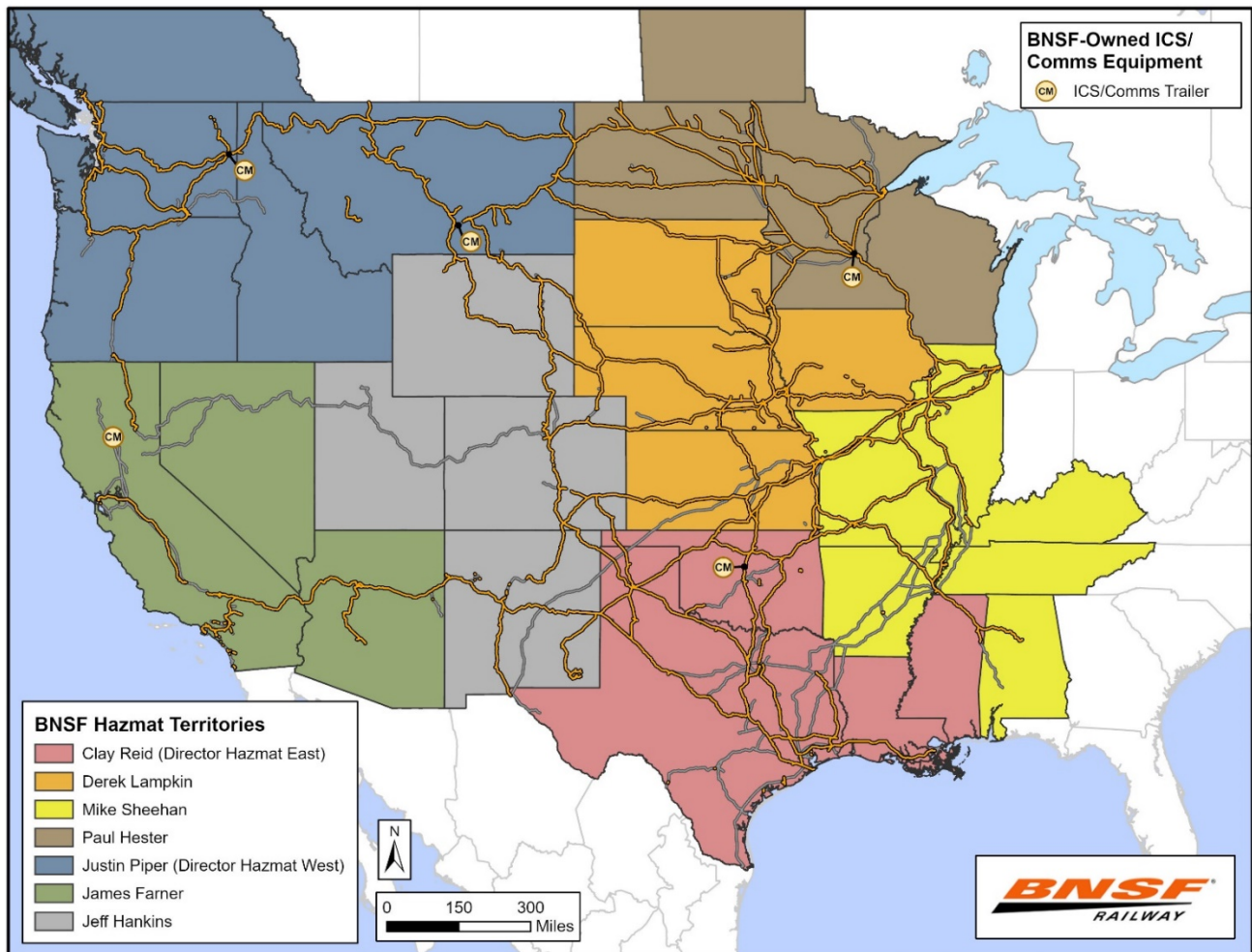
Figure 6 – BNSF-Owned Incident Command Asset Locations



Incident Command Assets typically provide:

Mobile command posts with meeting space, generator(s), tables, chairs, and/or other general office amenities.

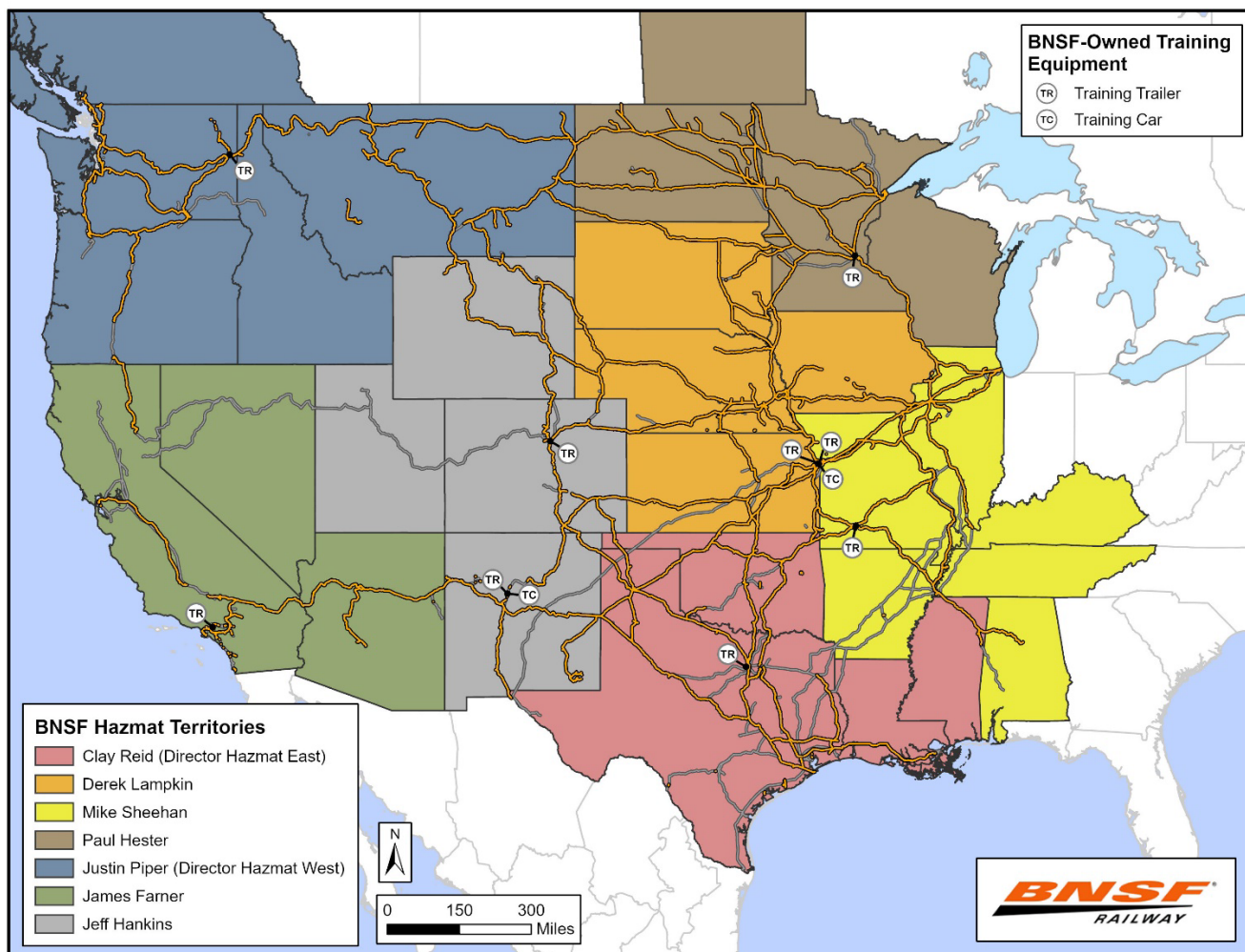
Figure 7 – BNSF-Owned ICS/Communications Trailer Locations



Equipment typically found in ICS/Communications Trailer:

Radios, modem/router, batteries, printer, command vests, generators, antenna, signal booster, table, chairs.

Figure 8 – BNSF-Owned Training Trailer and Training Car Locations



Training Trailers:

Contains training props and supporting materials such as housing assemblies, air compressor, capping kits, generator, hoses, safety suits.



Training Cars:

BNSF maintains and stages 'Training Cars' in its rail network as in-field classrooms for hands-on Tank Car training and simulations. Training cars generally contain example valve housings and configurations, training props, supporting materials, and A/V equipment.