BNSF Railway Company

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

System Hazardous Materials Emergency Response Plan

September 2026



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Record of Revisions/Amendment Log

Date	Amendment Number	Pages Replaced	Summary of Changes	Individual Making Change
January 2021	0	NA	NA	NA
May 2024	1	Various	Updates associated with changes to BNSF personnel, equipment types and locations, contingency plan lists, locations and details, and response contractor information (etc.)	BNSF
July 2025	2	Various	Revisions to BNSF-owned equipment summary figures, responder locations, and LERP status table. Various administrative updates reflecting compliance plan dates.	BNSF
September 2026	3	Various	Revisions to BNSF-owned equipment summary figures, responder locations, and LERP status table. Various administrative updates reflecting compliance plan dates.	BNSF

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 diligently 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 1.3 million hazmat shipments with more than 99.99 percent of rail hazmat shipments arriving at their destination without incident. 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 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 that 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, 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 facilities[1]

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

BNSF Network Operations Contingency Plans

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

BNSF Plans for Specific Geographic Areas or Locations

- Geographic Response Plans (GRPs)
- Local Emergency Response Plans (LERPs).

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

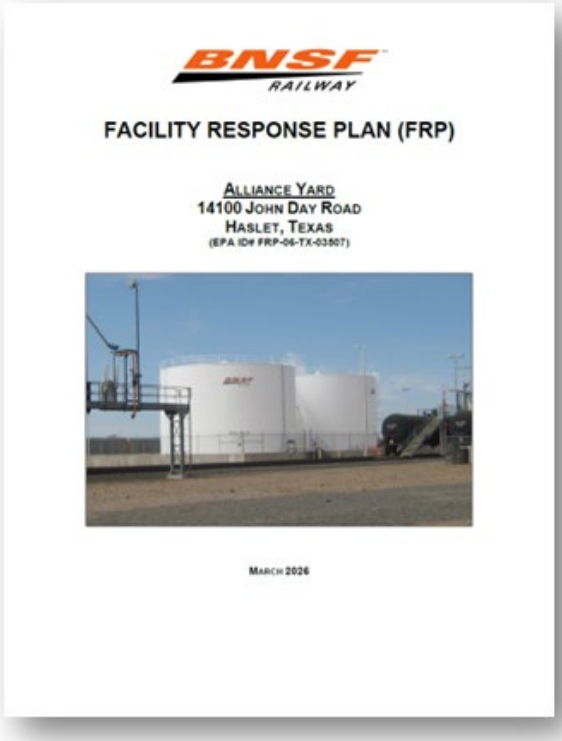
Under the Clean Water Act (CWA), as amended by the Oil Pollution Act (OPA), certain fixed facilities that store one million or more gallons of oil are required to prepare and submit FRPs to respond to a worst-case discharge of oil, or a substantial threat of such a discharge occurring.

[1] Spill Prevention, Control, and Countermeasure Plans required by 40 Code of Federal Regulations (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 the required components of the FRP.

BNSF maintains 15 FRPs throughout its network as shown below in Table 2-A. In addition, BNSF maintains one OSRP for a pipeline breakout tank in Billings, Montana[2].

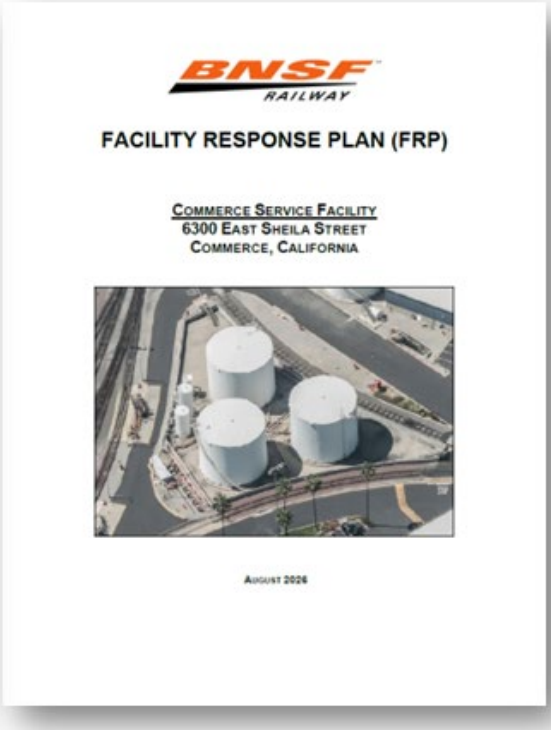
Example BNSF Facility Response Plans:


BNSF RAILWAY

FACILITY RESPONSE PLAN (FRP)

ALLIANCE YARD
14100 JOHN DAY ROAD
HASLET, TEXAS
(EPA ID# FRP-06-TX-03507)

MARCH 2026


BNSF RAILWAY

FACILITY RESPONSE PLAN (FRP)

COMMERCE SERVICE FACILITY
6300 EAST SHEILA STREET
COMMERCE, CALIFORNIA

AUGUST 2026

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 (Billings) OSRP	Montana
Havre Yard FRP	Montana
Lincoln (Hobson) Yard FRP	Nebraska
Belen Yard FRP	New Mexico
Mandan Yard FRP	North Dakota
Memphis Yard FRP	Tennessee
Alliance (Haslet) Yard FRP	Texas
Temple Yard FRP	Texas

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 potentially may 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, codified at 49 CFR 130 Subpart C).

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

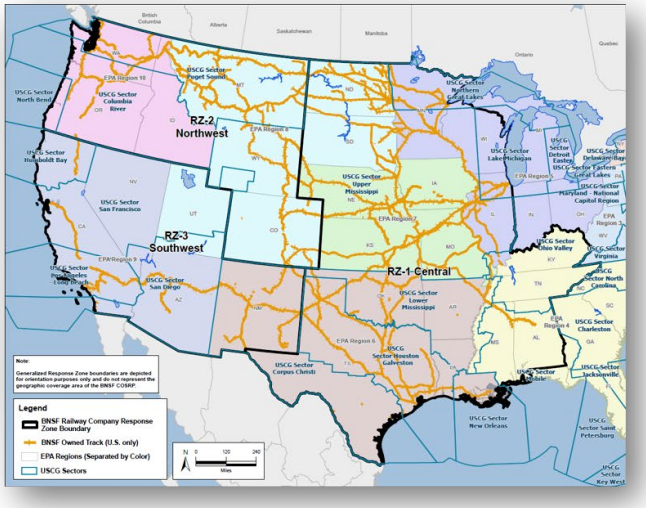
The specific objectives of the COSRP are to:

- 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 three 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 three U.S. response zone areas.

Components Comprising the BNSF COSRP: **COSRP Response Zone Boundaries:**





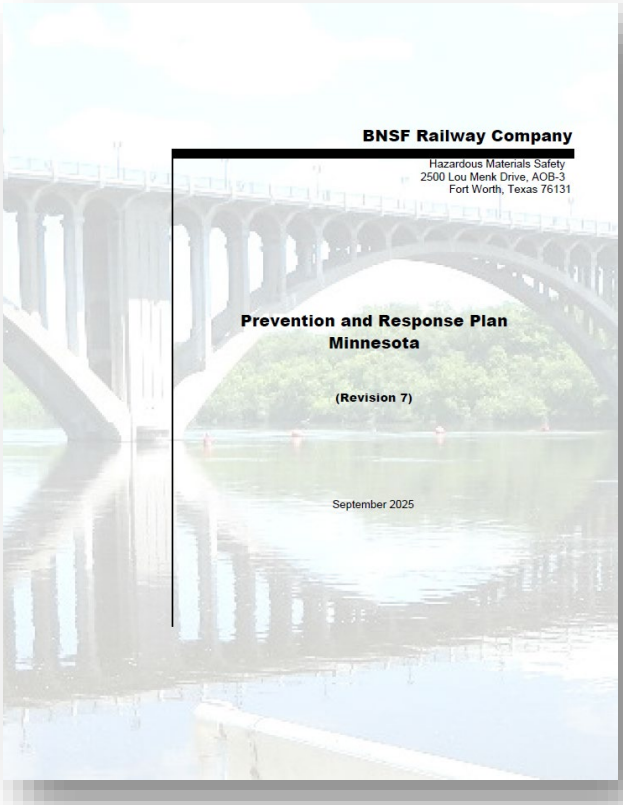
2.2.2 State/Provincial Contingency Plans

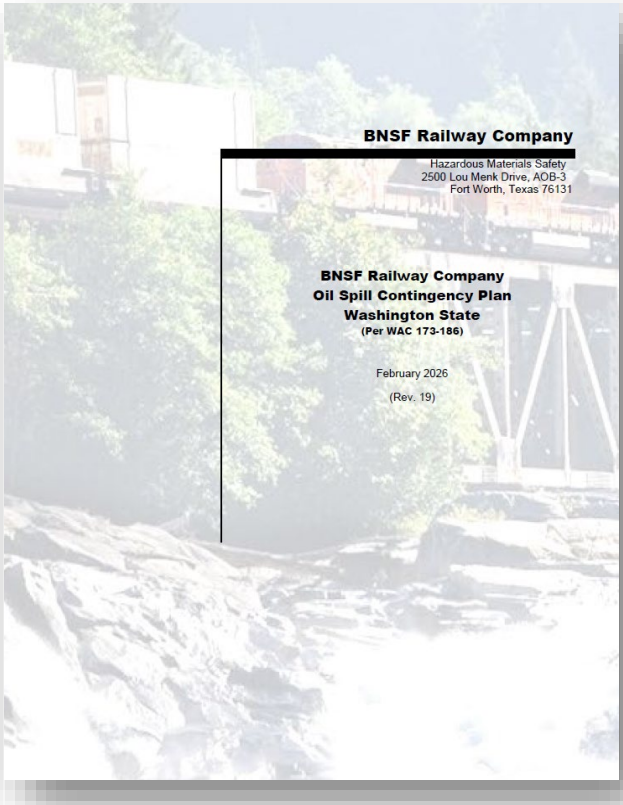
BNSF also maintains the state- and province-specific Contingency Plans named below associated with BNSF tracks within the following geographies:

- 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 Administrative Code 340-141)
- 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 Regulation 186/2017).

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 and LERPs. 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.

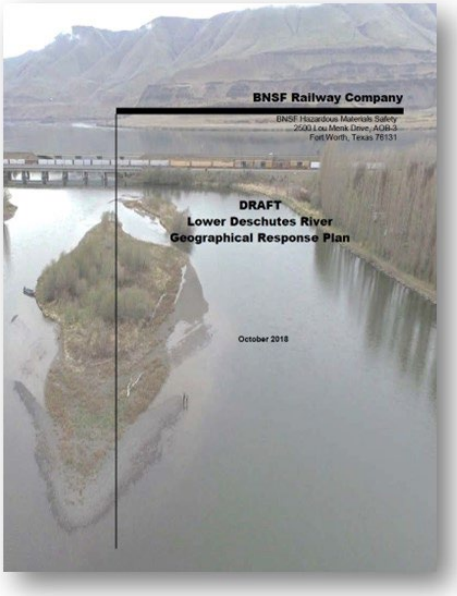
2.3.1 Geographic Response Plans

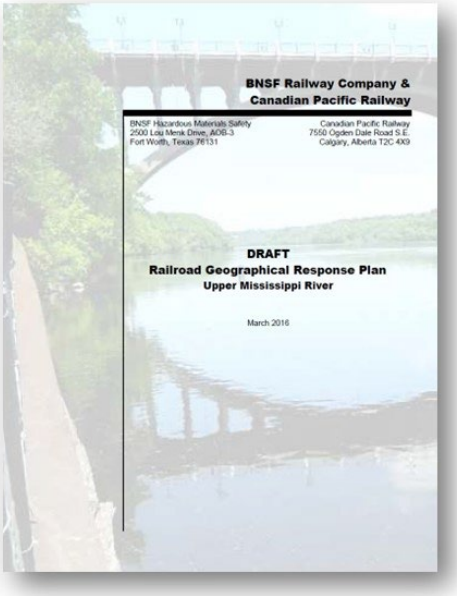
The GRP process was developed by the EPA and U.S. Coast Guard (USCG) to meet requirements of OPA. GRPs present plans, procedures, and field guides to support incident response management following spills or discharges throughout the GRP’s coverage area.

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 CPKC 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.

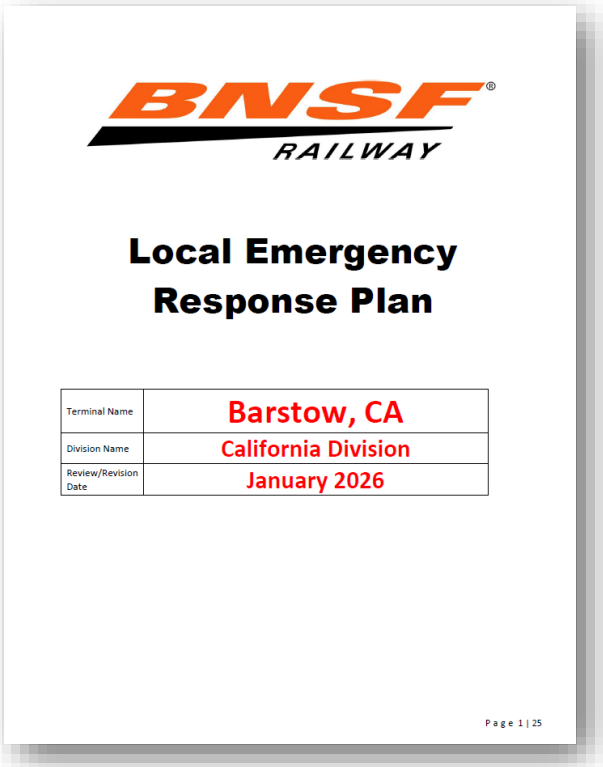
2.3.2 Local Emergency Response Plans

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.

As described further below, LERP facilities additionally undertake exercises on either an annual or biennial basis.

Example BNSF LERP:



BNSF RAILWAY

Local Emergency Response Plan

Terminal Name	Barstow, CA
Division Name	California Division
Review/Revision Date	January 2026

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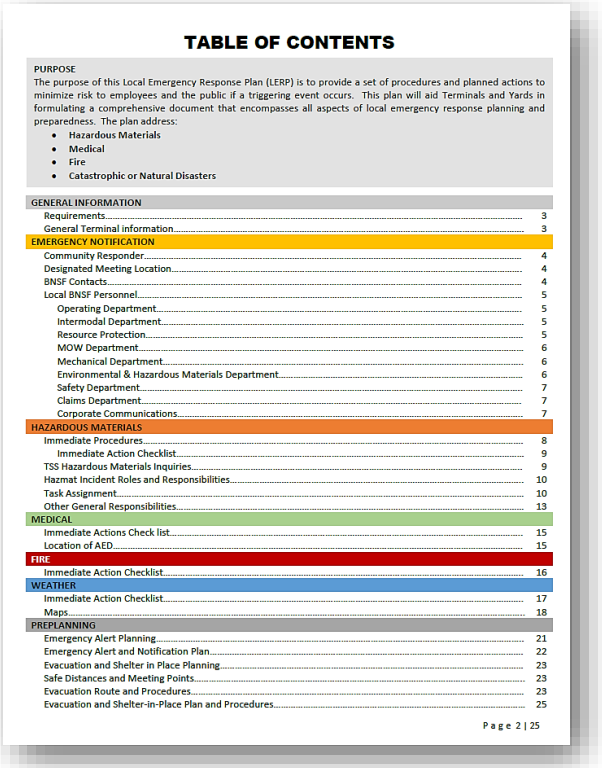


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PURPOSE

The purpose of this Local Emergency Response Plan (LERP) is to provide a set of procedures and planned actions to minimize risk to employees and the public if a triggering event occurs. This plan will aid Terminals and Yards in formulating a comprehensive document that encompasses all aspects of local emergency response planning and preparedness. The plan address:

- Hazardous Materials
- Medical
- Fire
- Catastrophic or Natural Disasters

GENERAL INFORMATION
Requirements 3
General Terminal information 3
EMERGENCY NOTIFICATION
Community Responder 4
Designated Meeting Location 4
BNSF Contacts 4
Local BNSF Personnel 5
Operating Department 5
Intermodal Department 5
Resource Protection 5
MOW Department 6
Mechanical Department 6
Environmental & Hazardous Materials Department 6
Safety Department 7
Claims Department 7
Corporate Communications 7
HAZARDOUS MATERIALS
Immediate Procedures 8
Immediate Action Checklist 9
TSS Hazardous Materials Inquiries 9
Hazmat Incident Roles and Responsibilities 10
Task Assignment 10
Other General Responsibilities 13
MEDICAL
Immediate Actions Check list 15
Location of AED 15
FIRE
Immediate Action Checklist 16
WEATHER
Immediate Action Checklist 17
Maps 18
PREPLANNING
Emergency Alert Planning 21
Emergency Alert and Notification Plan 22
Evacuation and Shelter in Place Planning 23
Safe Distances and Meeting Points 23
Evacuation Route and Procedures 23
Evacuation and Shelter-in-Place Plan and Procedures 25

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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	Lubbock/Slaton, TX	Biennial
Alliance Intermodal	Annual	Mandan, ND	Biennial
Alliance, NE	Biennial	Memphis, Memphis Intermodal, TN	Annual
Amarillo, TX - North Yard	Annual	Minot, ND	Annual
Amarillo, TX - South Yard	Annual	Missoula, MT	Annual
Arkansas City, KS	Biennial	Murray - KC	Annual
Aurora/Eola, IL	Biennial	Needles, CA	Annual
Bakersfield, CA	Biennial	New Westminster, BC	Biennial
Barstow, CA	Annual	Newton, KS	Biennial
Beaumont, TX	Biennial	North Bay, CA Intermodal	Biennial
Belen, NM	Annual	Northtown, MN	Annual
Birmingham, AL	Biennial	Oakland, CA Intermodal	Biennial
Brookfield, MO	Biennial	Oklahoma City, OK	Annual
Carlsbad, NM	Biennial	Omaha, NE	Biennial
Casper, WY	Biennial	Pasco, WA	Annual

Table 2-B: BNSF LERP Facilities			
Facility Location	**Exercise Frequency**	**Facility Location**	**Exercise Frequency**
Centralia, IL	Biennial	Phoenix, AZ	Biennial
Cicero, IL	Annual	Richmond, CA	Biennial
Clovis, NM	Annual	Salt Lake City (Utah Railway)	Biennial
Corwith, IL	Annual	San Bernardino, CA	Biennial
Denver, CO (Includes Intermodal)	Annual	San Diego, CA	Biennial
Dilworth, MN	Annual	Seattle, WA Terminal Complex (Interbay, Balmer, Seattle/ Stacy/SIG Hub/So Seattle Hub)	Annual
El Paso, TX Terminal and Intermodal	Annual		
Emporia, KS	Biennial		
Enid, OK	Biennial	Shelby, MT	Biennial
Everett, WA	Biennial	Sioux City, IA	Biennial
Fort Madison, IA	Biennial	Spokane, WA	Annual
Fort Worth, TX (Alliance and N. Yard)	Annual	Springfield, MO	Biennial
Fresno, CA	Biennial	St. Joseph, MO	Biennial
Galesburg, IL	Annual	St. Louis, MO	Biennial
Gallup, NM	Biennial	St. Paul Intermodal	Biennial
Galveston, TX	Biennial	Stockton, CA	Biennial
Gillette, WY	Biennial	Stockton, CA - Intermodal	Biennial
Hastings, NE	Biennial	Superior-Duluth, WI	Biennial
Hauser, ID	Biennial	Tacoma/Auburn/Centralia, WA	Annual
Havre, MT	Biennial	Teague, TX	Biennial
Helena, MT	Biennial	Temple, TX	Annual
Houston, TX - HUB	Biennial	Tulsa, OK	Annual
Houston, TX - South Yard	Annual	Vancouver, WA Terminal Complex (VAW, T-6, Willbridge, Portland HUB)	Annual
Joliet, IL	Biennial		
KC – Argentine, KS	Annual		
Klamath Falls, OR	Biennial	Watson, CA (LA Terminal)	Annual
La Crosse, WI	Biennial	Wellington, KS	Biennial
La Mirada, CA	Annual	West Quincy, MO	Biennial
LA Terminal (Commerce, Hobart), CA	Annual	Whitefish, MT	Biennial
Lafayette, LA	Biennial	Wichita Falls, TX	Biennial
Laurel, MT	Annual	Williston, ND	Biennial
Lincoln, NE	Annual	Willmar, MN	Annual
Logistics Park KC Gardner, KS	Annual	Willow Springs, IL	Biennial
Logistics Park, IL	Annual	Winslow, AZ	Biennial

BNSF's annual/biennial LERP exercises are targeted at all employees working at a particular facility and are focused on evaluating and implementing the LERP itself. Engagement and participation in LERP exercises by local community responders (i.e., fire, police, city/county Emergency Management, etc.) are encouraged as it helps to maintain existing BNSF-responder relationships and allows local responders to learn the layout of the facility and become familiar with BNSF's emergency procedures.

LERP exercises are designed with the following intended outcomes:

- To demonstrate the ability to alert, mobilize, and activate personnel for emergency response and maintain operations until the situation is brought under control.
- To develop and maintain coordinated action plans to accomplish operational objectives.
- To identify and implement appropriate actions to protect emergency workers and the public.
- To demonstrate the ability to direct, coordinate, and control emergency activities using the Incident Command System (ICS).

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.

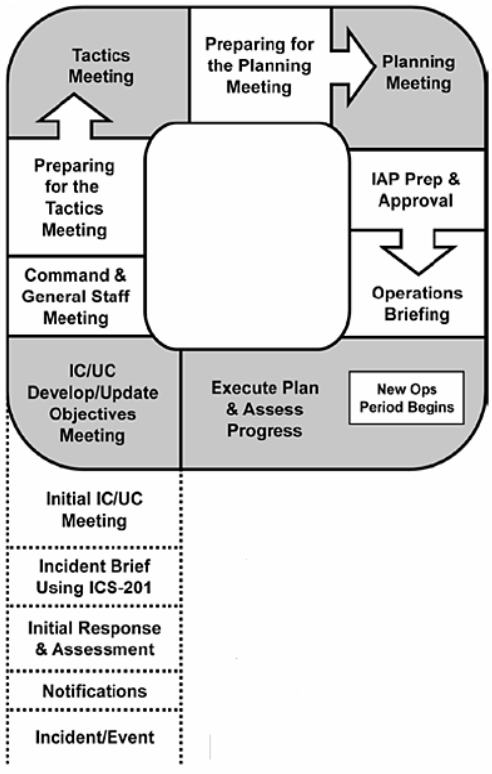
Details on the BNSF Response Organization provided in this section include:

- 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) ICS. The graphic to the right shows the planning process BNSF generally adopts during spill responses.

Planning P:



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)

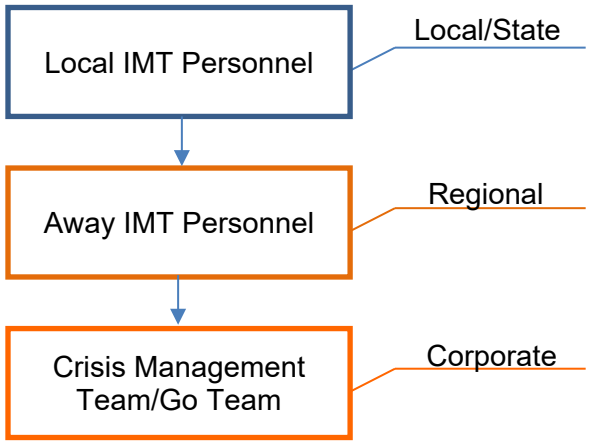
(3) Obligate company funds for response activities.

It is the responsibility of the QI or their 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.



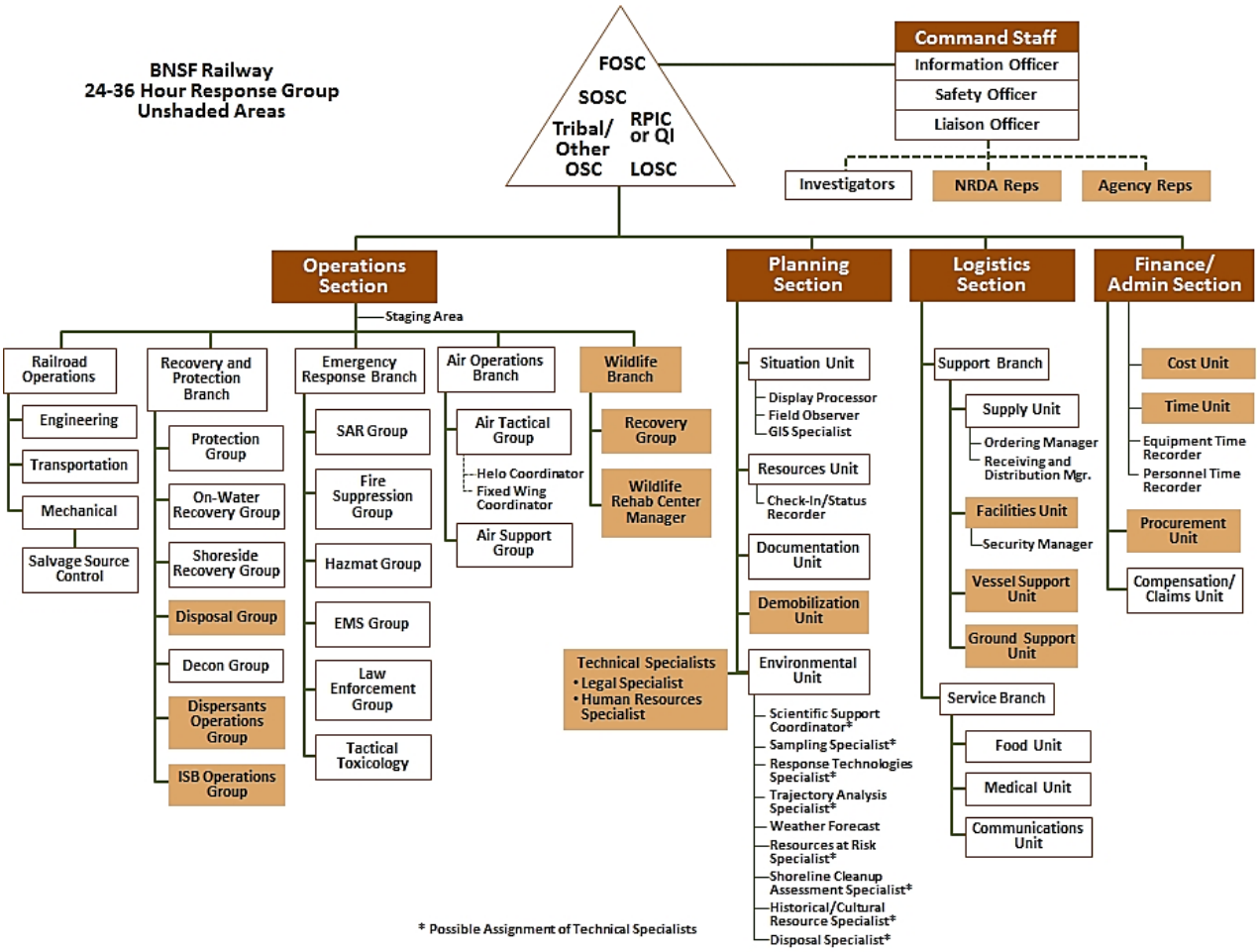
BNSF uses the following process to activate the IMT organization by cascading personnel to the incident location based on site-specific conditions and IMT needs:

- 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 following ICS organizational chart 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 who 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, firefighting, communications, and railroad and commodity salvage. Contracted incident management experts can support 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

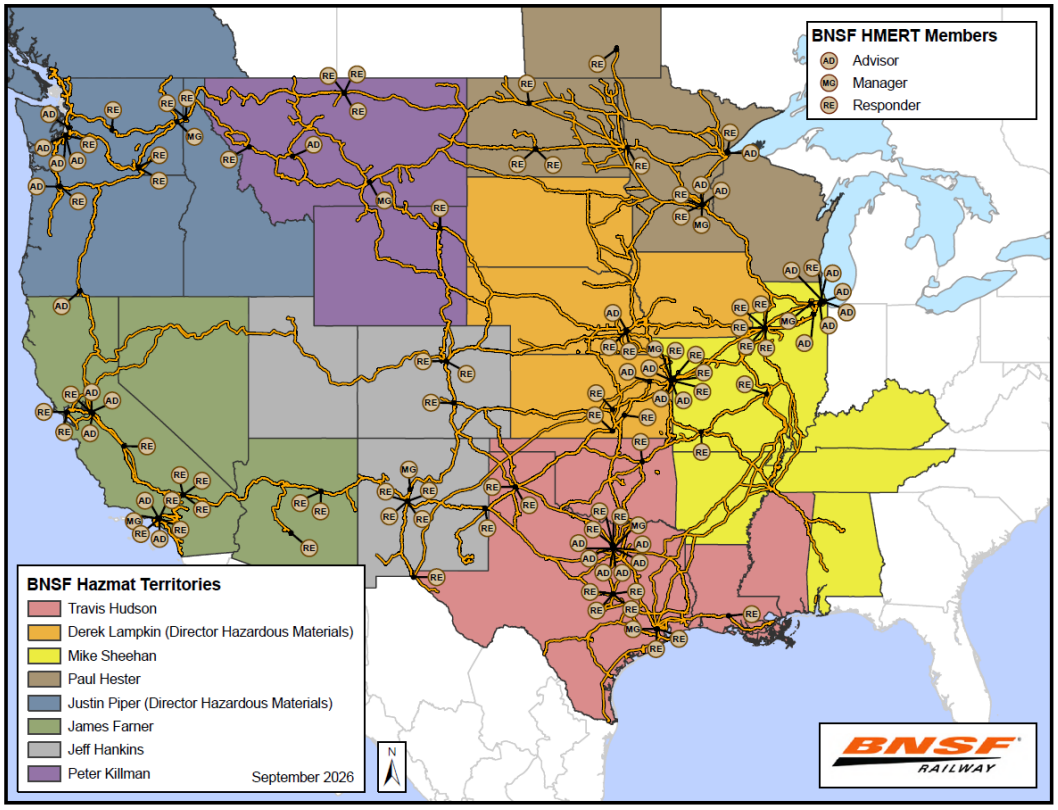
BNSF's Hazardous Material Emergency Response Team (HMERT) consists of trained BNSF personnel located throughout the BNSF network. The HMERT program is comprised of employees from various BNSF departments, with each team member having completed 40 hours of initial training and 24 hours of annual refresher 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 mobilize 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 firefighting activities (if necessary).

HMERT Locations



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 that 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 (PPE), 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 National Response Corporation (NRC; a Republic Services Company) (and their contracted network) locations in states containing BNSF-owned tracks are provided below in Table 4-A.

Table 4-A: BNSF Available MSRC and NRC Locations

Table 4A: BNSF-Available MSRC, National Response Corporation, and STAR / ICN Contractor Locations[1]

City	State	OSRO	Latitude	Longitude
Bayou Labatre	AL	NRC	30.40237	-88.24529
Birmingham	AL	MSRC	33.60558	-86.75567
Birmingham	AL	MSRC	33.58415	-86.63270
Birmingham	AL	MSRC	33.54655	-86.70106
Birmingham	AL	NRC	33.58406	-86.63258
Decatur	AL	NRC	34.61761	-87.06520
Decatur	AL	NRC	34.60000	-86.98333
Grand Bay	AL	NRC	30.46667	-88.33334
Millbrook	AL	NRC	32.45874	-86.38361
Mobile	AL	MSRC	30.66775	-88.04385
Mobile	AL	NRC	30.66775	-88.04394
Theodore	AL	MSRC	30.55602	-88.12109
Theodore	AL	NRC	30.51528	-88.14889
Chandler	AZ	NRC	33.32030	-111.86640
Gilbert	AZ	MSRC	33.37252	-111.81734
Mesa	AZ	MSRC	33.47205	-111.74139
Phoenix	AZ	NRC	33.43333	-112.06667
Phoenix	AZ	MSRC	33.40000	-112.03000
Tucson	AZ	MSRC	32.17043	-110.92702
Cabot	AR	NRC	34.92206	-92.08280
El Dorado	AR	NRC	33.19426	-92.74809
Jacksonville	AR	MSRC	34.92200	-92.08538
Little Rock	AR	NRC	34.73100	-92.34840
Little Rock	AR	NRC	34.67709	-92.31723
Sherwood	AR	NRC	34.80693	-92.20475
Springdale	AR	NRC	36.16050	-94.14111
Alameda	CA	NRC	38.76667	-122.98333
Bakersfield	CA	NRC	35.23670	-118.92090
Benicia	CA	MSRC	38.04305	-122.15272
Benicia	CA	MSRC	38.04332	-122.15248
Benicia	CA	MSRC	38.05215	-122.15389
Benicia	CA	NRC	38.06830	-122.16160
Bloomington	CA	NRC	34.06644	-117.36636
Chico	CA	NRC	39.80342	-121.85285
Compton	CA	NRC	33.89710	-118.22500
Concord	CA	MSRC	38.01153	-122.03358
Corona	CA	NRC	33.75842	-117.48086
El Cajon	CA	MSRC	32.75676	-117.20785
El Segundo	CA	MSRC	33.91284	-118.39887
Escondido	CA	NRC	33.08290	-117.13710
Eureka	CA	MSRC	40.79661	-124.18485
Eureka	CA	NRC	40.80768	-124.15145
Fontana	CA	NRC	34.10149	-117.51173
Highland	CA	NRC	34.10677	-117.20833
Long Beach	CA	MSRC	33.81013	-118.15385
Long Beach	CA	MSRC	33.77232	-118.21097
Long Beach	CA	MSRC	33.77234	-118.21096
Long Beach	CA	MSRC	33.74504	-118.11689
Long Beach	CA	MSRC	33.75774	-118.22002
Long Beach	CA	NRC	33.76872	-118.21085
Los Angeles	CA	NRC	33.94900	-118.20200
Martinez	CA	MSRC	38.03410	-122.07830
Martinez	CA	NRC	37.97880	-122.16470
McClellan	CA	MSRC	38.65997	-121.38989
McClellan Park	CA	MSRC	38.65933	-121.38530
Moss Landing	CA	NRC	36.80584	-121.78707
National City	CA	MSRC	32.65753	-117.11801
Ontario	CA	MSRC	34.03409	-117.60455
Orange	CA	NRC	33.80070	-117.83470
Oxnard	CA	MSRC	34.19811	-119.21613
Oxnard	CA	NRC	34.17606	-119.22192
Oxnard	CA	NRC	34.20034	-119.18012
Oxnard	CA	NRC	34.19799	-119.21636
Pittsburg	CA	NRC	38.01210	-121.92000
Pomona	CA	MSRC	34.05695	-117.79210
Port Hueneme	CA	NRC	34.14759	-119.20024
Port Hueneme	CA	NRC	34.15905	-119.19200
Richmond	CA	MSRC	37.94623	-122.36921
Richmond	CA	MSRC	37.94398	-122.36740
Richmond	CA	MSRC	37.91620	-122.36990
Richmond	CA	MSRC	37.90535	-122.37083
Richmond	CA	MSRC	37.96874	-122.36678
Richmond	CA	MSRC	37.92141	-122.37184
Richmond	CA	MSRC	37.96828	-122.36772
Richmond	CA	NRC	37.90596	-122.37135
Rio Dell	CA	MSRC	40.51280	-124.11703
Sacremento	CA	NRC	38.57350	-121.54186
San Diego	CA	MSRC	32.69924	-117.14714
San Diego	CA	MSRC	32.69745	-117.15150
San Diego	CA	NRC	32.88092	-117.17665
San Diego	CA	NRC	32.70000	-117.15000
San Francisco	CA	NRC	37.65289	-122.39307
San Francisco	CA	NRC	37.79657	-122.39558
San Jose	CA	NRC	37.30780	-121.86830
Santa Fe Springs	CA	MSRC	33.95166	-118.05843
Santa Fe Springs	CA	NRC	33.95205	-118.05832
Santa Paula	CA	MSRC	34.35450	-119.04689
Santa Paula	CA	NRC	34.37760	-119.10580
Sausalito	CA	NRC	37.86634	-122.49883
Seal Beach	CA	NRC	33.76030	-118.08420
Shafter	CA	NRC	35.49990	-119.27560
Signal Hill	CA	MSRC	33.79874	-118.17795
Signal Hill	CA	MSRC	33.80609	-118.18378
Stockton	CA	MSRC	37.95137	-121.32816
Stockton	CA	NRC	37.94513	-121.32216
Terminal Island	CA	MSRC	33.73453	-118.26995
Terminal Island	CA	NRC	33.73770	-118.29130
Terminal Island	CA	NRC	33.73454	-118.26991
Ventura	CA	MSRC	34.30666	-119.29348
Ventura	CA	MSRC	34.30671	-119.29347
Ventura	CA	NRC	34.31398	-119.29075
West Sacramento	CA	MSRC	38.56260	-121.54540
West Sacramento	CA	NRC	38.57939	-121.55363
West Sacramento	CA	NRC	38.57780	-121.53430
Broomfield	CO	MSRC	39.92081	-105.10352
Broomfield	CO	NRC	39.92082	-105.10095
Carr	CO	NRC	40.89616	-104.87008
Denver	CO	MSRC	39.78469	-104.90973
Denver	CO	NRC	39.77617	-104.91831
Denver	CO	NRC	39.71274	-105.00825
Henderson	CO	NRC	39.87376	-104.87374
La Junta	CO	MSRC	37.99244	-103.49838
Nunn	CO	MSRC	40.71931	-104.78871
Parachute	CO	NRC	39.46000	-108.05167
Pueblo	CO	MSRC	38.26389	-104.61500
Windsor	CO	MSRC	40.47413	-104.88409
Windsor	CO	NRC	40.47378	-104.88390
Boise	ID	NRC	43.54179	-116.18219
Boise	ID	MSRC	43.54154	-116.18302
Burley	ID	MSRC	42.51608	-113.70954
Frankfort	IL	MSRC	41.48300	-87.84786
Cahokia	IL	NRC	38.57695	-90.18510
Chicago	IL	NRC	41.76920	-87.76260
Chicago Heights	IL	NRC	41.50693	-87.56259
Decatur	IL	MSRC	39.81052	-88.87265
Dolton	IL	MSRC	41.64457	-87.60470
Dolton	IL	NRC	41.64462	-87.60635
East Carondelet	IL	MSRC	38.52416	-90.22199
East Carondelet	IL	NRC	38.52409	-90.22199
Elgin	IL	NRC	42.01829	-88.23259
Frankfort	IL	NRC	41.48330	-87.84760
Galesburg	IL	NRC	40.94064	-90.38560
Glenwood	IL	MSRC	41.53681	-87.62716
Glenwood	IL	NRC	41.53671	-87.62723
Harvey	IL	NRC	41.59045	-87.64491
Lemont	IL	MSRC	41.68350	-87.99480
Lemont	IL	NRC	41.66570	-87.96660
Loves Park	IL	MSRC	42.32124	-88.95482
Loves Park	IL	NRC	42.32132	-88.95498
Mapleton	IL	NRC	40.56530	-89.72623
New Lenox	IL	NRC	41.49096	-87.98383
Peoria	IL	MSRC	40.68099	-89.59910
Roxana	IL	NRC	38.81209	-90.05281
Sauget	IL	NRC	38.59150	-90.19074
South Roxana	IL	NRC	38.81667	-90.05000
Wheeling	IL	MSRC	42.11916	-87.89739
Wheeling	IL	NRC	42.11918	-87.89729
Wood River	IL	MSRC	38.86636	-90.10458
Wood River	IL	NRC	38.86640	-90.10452
Davenport	IA	NRC	41.59458	-90.58093
Des Moine	IA	MSRC	41.64550	-93.58197
Des Moines	IA	NRC	41.64562	-93.58206
Des Moines	IA	NRC	41.65633	-93.78364
Des Moines	IA	NRC	41.63604	-93.60053
Grimes	IA	MSRC	41.65630	-93.78423
El Dorado	KS	MSRC	37.80005	-96.86835
Great Bend	KS	NRC	38.36107	-98.81667
Great Bend	KS	MSRC	38.36130	-98.81690
Kansas City	KS	NRC	39.07809	-94.64753
Kansas City	KS	MSRC	39.08014	-94.64846
Olathe	KS	NRC	38.88096	-94.80257
Olathe	KS	NRC	38.86499	-94.83692
Olathe	KS	MSRC	38.86498	-94.83688
Paola	KS	MSRC	38.50611	-94.88472
Wichita	KS	NRC	37.72958	-97.31829
Wichita	KS	MSRC	37.66078	-97.39096
Wichita	KS	MSRC	37.75773	-97.30452
Baton Rouge	LA	NRC	30.56768	-91.21099
Bell City	LA	NRC	30.06945	-93.01861
Belle Chasse	LA	MSRC	29.84167	-90.04260
Belle Chasse	LA	MSRC	29.83709	-90.05021
Belle Chasse	LA	NRC	29.82617	-90.00496
Belle Chasse	LA	NRC	29.83771	-90.05059
Boothville Venice	LA	MSRC	29.31697	-89.38902
BOSSIER CITY	LA	NRC	32.51778	-93.72432
Chalmette	LA	MSRC	29.96135	-89.95366
Chalmette	LA	MSRC	29.97282	-89.94792
Chalmette	LA	NRC	29.97274	-89.94792
Chalmette	LA	NRC	29.96128	-89.95359
Fourchon	LA	NRC	29.11780	-90.20288
Geismar	LA	NRC	30.20399	-91.02562
Golden Meadow	LA	MSRC	29.11637	-90.20296
Golden Meadow	LA	NRC	29.36820	-90.16840
Golden Meadow	LA	NRC	29.21736	-90.21874
Gonzales	LA	MSRC	30.21861	-90.94485
Gonzales	LA	NRC	30.21846	-90.94254
Gonzales	LA	NRC	30.20783	-90.93964
Gonzales	LA	NRC	30.21821	-90.94209
Harvey	LA	MSRC	29.87667	-90.07111
Harvey	LA	NRC	29.87661	-90.07085
Houma	LA	MSRC	29.62601	-90.69480
Houma	LA	MSRC	29.54590	-90.63210
Houma	LA	NRC	29.62678	-90.69528
Iowa	LA	NRC	30.15318	-93.10275
Lafayette	LA	NRC	30.15340	-91.99423
Lafayette	LA	NRC	30.18170	-92.05090
Lafitte	LA	MSRC	29.65360	-90.10650
Lafitte	LA	NRC	29.66073	-90.10856
Lake Charles	LA	MSRC	30.11034	-93.22292
Lake Charles	LA	MSRC	30.10550	-93.30201
Lake Charles	LA	MSRC	30.09522	-93.27823
Lake Charles	LA	NRC	30.19283	-93.12962
LaPlace	LA	MSRC	30.08292	-90.51406
Laplace	LA	NRC	30.08029	-90.51260
Laplace	LA	NRC	30.08285	-90.51424
Livingston	LA	NRC	30.45922	-90.74546
Luling	LA	NRC	29.92568	-90.36845
Morgan City	LA	MSRC	29.76336	-91.17410
Morgan City	LA	NRC	29.68996	-91.27100
Morgan City	LA	NRC	29.76349	-91.17401
New Iberia	LA	MSRC	29.99459	-91.83999
New Iberia	LA	MSRC	30.05335	-91.87537
New Iberia	LA	NRC	29.99489	-91.84032
New Iberia	LA	NRC	29.97411	-91.82877
New Iberia	LA	NRC	29.97428	-91.84343
New Orleans	LA	MSRC	30.02938	-89.93044
New Orleans	LA	NRC	30.02927	-89.93024
Port Allen	LA	NRC	30.48992	-91.27331
Shreveport	LA	MSRC	32.55385	-93.77318
Shreveport	LA	NRC	32.55365	-93.77336
Shreveport	LA	NRC	32.41191	-93.74877
St. Gabriel	LA	NRC	30.24851	-91.08219
Sulphur	LA	MSRC	30.23424	-93.33358
Sulphur	LA	MSRC	30.18937	-93.35796
Sulphur	LA	MSRC	30.20716	-93.33241
Sulphur	LA	NRC	30.24722	-93.35423
Sulphur	LA	NRC	30.17700	-93.40550
Sulphur	LA	NRC	30.23424	-93.33360
Venice	LA	NRC	29.28354	-89.36068
Venice	LA	NRC	29.31698	-89.38901
Anoka	MN	NRC	45.22156	-93.41129
Bemidji	MN	NRC	47.49162	-94.90279
Blaine	MN	NRC	45.14175	-93.23279
Cannon Falls	MN	NRC	44.53203	-92.91280
Duluth	MN	NRC	46.75300	-92.14995
Eagan	MN	NRC	44.84125	-93.18948
Eveleth	MN	NRC	47.45978	-92.53881
Eveleth	MN	NRC	47.46055	-92.54099
Hastings	MN	NRC	44.72115	-92.84461
Moorhead	MN	NRC	46.83490	-96.76518
Plymouth	MN	NRC	44.99331	-93.40382
Saint Paul	MN	MSRC	44.96267	-93.09875
St. Paul	MN	NRC	44.96024	-93.12209
Stacy	MN	NRC	45.39687	-92.99303
Two Harbors	MN	NRC	47.04242	-91.67021
Watertown	MN	NRC	44.95230	-93.86127
Watertown	MN	MSRC	44.95209	-93.86117
Clinton	MS	NRC	32.35736	-90.36097
Clinton	MS	MSRC	32.35744	-90.36299
Collins	MS	MSRC	31.63108	-89.52814
Natchez	MS	NRC	31.53735	-91.43332
Nesbit	MS	NRC	34.88056	-90.00378
Nesbit	MS	MSRC	34.88078	-90.00375
Pascagoula	MS	NRC	30.37272	-88.50188
Pascagoula	MS	MSRC	30.35778	-88.50556
Pascagoula	MS	MSRC	30.35724	-88.50842
Pearl	MS	NRC	32.28295	-90.12832
Fenton	MO	MSRC	38.53748	-90.44209
Kansas City	MO	NRC	39.16280	-94.44780
Kansas City	MO	NRC	39.16393	-94.48375
Liberty	MO	NRC	39.27507	-94.43823
Springfield	MO	NRC	37.21536	-93.26955
Springfield	MO	NRC	37.19610	-93.28410
Springfield	MO	MSRC	37.21536	-93.26954
St Louis	MO	MSRC	38.68978	-90.38856
St. Louis	MO	NRC	38.53742	-90.44208
St. Louis	MO	NRC	38.66399	-90.29933
St. Louis	MO	NRC	38.68972	-90.38876
St. Peters	MO	MSRC	38.76650	-90.68703
Billings	MT	NRC	45.78860	-108.53940
Billings	MT	NRC	45.74656	-108.58408
Billings	MT	MSRC	45.75697	-108.69013
Helena	MT	NRC	46.59370	-112.02750
Helena	MT	MSRC	46.59278	-111.97376
Libby	MT	NRC	48.39430	-115.56653
Libby	MT	MSRC	48.39334	-115.56726
Missoula	MT	MSRC	46.88948	-114.01411
Whitehall	MT	MSRC	45.97363	-112.48312

Table 4A: BNSF-Available MSRC, National Response Corporation, and STAR / ICN Contractor Locations[1]

City	State	OSRO	Latitude	Longitude	City	State	OSRO	Latitude	Longitude	City	State	OSRO	Latitude	Longitude	City	State	OSRO	Latitude	Longitude
Grand Island	NE	NRC	40.97309	-98.32145	Knoxville	TN	MSRC	35.99153	-83.91168	Houston	TX	MSRC	29.94608	-95.34281	Auburn	WA	MSRC	47.34443	-122.22161
Gretna	NE	MSRC	41.10174	-96.26241	Memphis	TN	NRC	35.06137	-90.03950	Houston	TX	MSRC	29.76651	-95.14471	Bainbridge Island	WA	NRC	47.62323	-122.51089
North Platte	NE	NRC	41.15709	-100.81303	Memphis	TN	NRC	35.14970	-90.04870	Houston La Porte	TX	MSRC	29.65885	-95.03526	Bellingham	WA	MSRC	48.75323	-122.48708
Omaha	NE	NRC	41.22327	-96.12999	Memphis	TN	NRC	35.00103	-89.88085	Karnes City	TX	MSRC	28.92975	-97.79116	Blaine	WA	MSRC	48.86857	-122.74874
Omaha	NE	NRC	41.30895	-95.91223	Memphis	TN	NRC	34.99486	-89.87483	Kemah	TX	NRC	29.52688	-95.02392	Burlington	WA	NRC	48.46743	-122.33758
Omaha	NE	NRC	41.10169	-96.26239	Millington	TN	NRC	35.27325	-89.94582	Kenedy	TX	MSRC	28.71044	-98.04960	Eastsound	WA	MSRC	48.69531	-122.88553
Omaha	NE	NRC	41.21378	-96.07584	Millington	TN	MSRC	35.06144	-90.03943	Kilgore	TX	NRC	32.37690	-94.86920	Everett	WA	MSRC	47.94017	-122.25234
Albuquerque	NM	NRC	35.11269	-106.61275	Murfreesboro	TN	NRC	35.83078	-86.39980	La Marque	TX	NRC	29.35754	-94.99509	Everett	WA	NRC	47.95170	-122.21590
Albuquerque	NM	NRC	35.12614	-106.61248	Murfreesboro	TN	MSRC	35.83074	-86.39982	La Marque	TX	MSRC	29.35756	-94.99523	Ferndale	WA	MSRC	48.82885	-122.70558
Albuquerque	NM	MSRC	35.04528	-106.64778	Nashville	TN	NRC	36.48761	-86.85603	La Porte	TX	NRC	29.67549	-95.08825	Ferndale	WA	NRC	48.85580	-122.59670
Bloomfield	NM	MSRC	36.68051	-108.04582	Nashville	TN	MSRC	36.11500	-86.74933	La Porte	TX	NRC	29.65738	-95.05006	Ferndale	WA	NRC	48.83291	-122.69351
Carlsbad	NM	MSRC	32.36819	-104.17004	Nashville	TN	MSRC	36.15701	-86.74007	La Porte	TX	NRC	29.67233	-95.03748	Friday Harbor	WA	MSRC	48.60385	-123.15612
Farmington	NM	NRC	36.34430	-108.14490	Pickwick Dam	TN	MSRC	35.06470	-88.24718	La Porte	TX	NRC	29.67240	-95.02027	Friday Harbor	WA	MSRC	48.52963	-123.02430
Beulah	ND	NRC	47.28396	-101.88638	Abilene	TX	MSRC	32.45820	-99.85326	La Porte	TX	MSRC	29.67473	-95.23021	Friday Harbor	WA	NRC	48.52998	-123.02271
Dickinson	ND	MSRC	46.97067	-102.77674	Amarillo	TX	MSRC	35.07184	-101.89558	LaPorte	TX	NRC	29.65000	-95.01667	Kent	WA	MSRC	47.41816	-122.23633
Dickinson	ND	MSRC	46.87808	-102.89654	Amarillo	TX	MSRC	35.26831	-101.89055	LaPorte	TX	NRC	29.66758	-95.03114	Kent	WA	NRC	47.36562	-122.23447
Dickinson	ND	NRC	46.97020	-102.77898	Arlington	TX	NRC	32.70920	-97.12340	LaPorte	TX	NRC	29.65756	-95.03048	Longview	WA	NRC	46.20980	-123.06440
Keene	ND	MSRC	47.88803	-102.94350	Azle	TX	NRC	32.87698	-97.58736	Laredo	TX	NRC	27.48998	-99.42639	Longview	WA	NRC	46.10748	-122.94173
Killdeer	ND	NRC	47.37028	-102.75195	Baytown	TX	NRC	29.72988	-95.00076	Laredo	TX	MSRC	27.49003	-99.42648	Mead	WA	MSRC	47.78946	-117.25693
Minot	ND	NRC	48.22392	-101.29573	Baytown	TX	NRC	29.75040	-94.97270	Lincoln	TX	MSRC	30.27827	-96.94328	Moses Lake	WA	MSRC	47.13100	-119.25487
Palermo	ND	MSRC	48.33446	-102.23525	Baytown	TX	MSRC	29.78531	-95.04593	Longview	TX	NRC	32.49147	-94.80813	Neah Bay	WA	MSRC	48.34738	-124.66795
Spiritwood	ND	NRC	46.92774	-98.49658	Beaumont	TX	NRC	29.98846	-94.03236	Longview	TX	MSRC	32.49137	-94.80825	Neah Bay	WA	MSRC	48.36849	-124.59627
Watford City	ND	MSRC	47.73816	-103.29328	Beaumont	TX	MSRC	30.03468	-94.09681	Lubbock	TX	MSRC	33.61187	-101.88124	Olympia	WA	NRC	47.05503	-122.89825
Watford City	ND	NRC	47.74840	-103.28507	Beaumont	TX	MSRC	29.98884	-94.03205	Midland	TX	NRC	31.92821	-102.02633	Olympia	WA	NRC	47.04140	-122.89410
Ardmore	OK	NRC	34.19362	-97.16988	Beaumont	TX	MSRC	30.06336	-94.19640	Midland	TX	NRC	31.92784	-102.02646	Pasco	WA	MSRC	46.22582	-119.04208
Ardmore	OK	NRC	34.19328	-97.16988	Brookshire	TX	NRC	31.82819	-102.39664	Midland	TX	MSRC	31.93448	-102.13603	Pasco	WA	MSRC	46.23940	-119.08032
Cushing	OK	MSRC	35.99984	-96.76506	Brookshire	TX	NRC	29.75478	-95.92012	Midland	TX	MSRC	31.92829	-102.02639	Pasco	WA	NRC	46.22582	-119.04202
Cushing	OK	NRC	35.99915	-96.76440	Channelview	TX	NRC	29.79120	-95.11650	Milsap	TX	NRC	32.74567	-97.99841	Pasco	WA	NRC	46.25044	-119.07124
Moore	OK	NRC	35.34110	-97.48930	Channelview	TX	NRC	29.78397	-95.10381	Nacogdoches	TX	MSRC	31.61092	-94.68051	Pasco	WA	NRC	46.23780	-119.10480
Noble	OK	MSRC	35.15321	-97.39987	Cibolo	TX	NRC	29.56503	-98.23708	Nordeim	TX	NRC	28.94823	-97.58035	Pasco	WA	NRC	46.24814	-119.07766
Noble	OK	NRC	35.15310	-97.40011	Conroe	TX	NRC	30.31148	-95.50078	Nordiem	TX	MSRC	28.94793	-97.58097	Port Angeles	WA	MSRC	48.12235	-123.44549
Oklahoma City	OK	NRC	35.43277	-97.61035	Corpus Christi	TX	NRC	27.79518	-97.46263	Old Ocean	TX	NRC	29.06667	-95.73333	Port Angeles	WA	NRC	47.95550	-123.81320
Oklahoma City	OK	NRC	35.46964	-97.48570	Corpus Christi	TX	NRC	27.74468	-97.44894	Orange	TX	NRC	30.12967	-93.88107	Port Angeles	WA	NRC	48.12111	-123.43922
Tulsa	OK	MSRC	36.19356	-95.91839	Corpus Christi	TX	MSRC	27.79746	-97.44625	Orla	TX	MSRC	31.82937	-104.23634	Port Angeles	WA	NRC	48.12846	-123.47407
Tulsa	OK	MSRC	36.13550	-96.08317	Crosby	TX	NRC	30.00652	-95.08553	Pampa	TX	MSRC	35.53272	-101.00230	Port Townsend	WA	NRC	48.09299	-122.79757
Tulsa	OK	NRC	36.19406	-95.91840	Crosby	TX	NRC	29.90854	-95.06598	Pasadena	TX	NRC	29.71226	-95.17708	Port Townsend	WA	NRC	48.10772	-122.77444
Tulsa	OK	NRC	36.15000	-95.98333	Crosby	TX	NRC	30.00629	-95.08521	Pasadena	TX	MSRC	29.71192	-95.18178	SeaTac	WA	NRC	47.42417	-122.31750
Tulsa	OK	NRC	36.17278	-95.79449	Crosby	TX	NRC	30.00606	-95.08530	Pecos	TX	MSRC	31.42291	-103.49323	Seattle	WA	MSRC	47.58088	-122.35761
Tulsa	OK	NRC	36.13555	-96.08292	Crosby	TX	MSRC	30.00505	-95.08467	Port Arthur	TX	NRC	29.92379	-94.01606	Seattle	WA	MSRC	47.78046	-122.39556
Wilson	OK	MSRC	34.17300	-97.43955	Cuero	TX	MSRC	29.11908	-97.39592	Port Arthur	TX	NRC	29.89076	-93.93005	Seattle	WA	NRC	47.60000	-112.31667
Wilson	OK	NRC	34.17392	-97.44013	Dallas	TX	NRC	32.69303	-96.89304	Port Arthur	TX	NRC	29.89869	-93.97875	Seattle	WA	NRC	47.56892	-122.35445
Wilson	OK	NRC	34.17128	-97.47411	Dallas	TX	NRC	32.86169	-96.90440	Port Arthur	TX	NRC	29.95046	-93.88203	Seattle	WA	NRC	47.63360	-122.38115
Astoria	OR	MSRC	46.18666	-123.85866	Dallas	TX	NRC	32.70783	-96.67393	Port Arthur	TX	NRC	29.95077	-93.88216	Seattle	WA	NRC	47.51790	-122.31952
Astoria	OR	MSRC	46.18756	-123.86087	Darrouzett	TX	NRC	36.44594	-100.33318	Port Arthur	TX	NRC	29.91483	-94.02984	Spokane	WA	MSRC	47.70634	-117.35204
Astoria	OR	NRC	46.20078	-123.76542	Deer Park	TX	NRC	29.70376	-95.12940	Port Arthur	TX	MSRC	29.92262	-94.01641	Spokane	WA	NRC	47.65834	-117.35310
Astoria	OR	NRC	46.19195	-123.80751	Deer Park	TX	NRC	29.70014	-95.13871	Port Arthur	TX	MSRC	29.89907	-93.97808	Spokane Valley	WA	MSRC	47.66130	-117.31644
Clatskanie	OR	NRC	46.10361	-123.20417	Deer Park	TX	MSRC	29.70028	-95.13873	Port Arthur	TX	MSRC	29.94213	-93.89311	Spokane Valley	WA	NRC	47.66110	-117.31570
Eugene	OR	NRC	44.11785	-123.18822	Denton	TX	NRC	33.23688	-97.08116	Portland	TX	MSRC	27.90130	-97.34010	Tacoma	WA	MSRC	47.26257	-122.43279
Portland	OR	MSRC	45.57939	-122.76169	Dickinson	TX	NRC	29.47927	-95.05026	Robstown	TX	NRC	27.83506	-97.62522	Tacoma	WA	NRC	47.26263	-122.43298
Portland	OR	MSRC	45.56559	-122.74507	El Paso	TX	MSRC	31.82634	-106.13118	Robstown	TX	NRC	27.72529	-97.71667	Tacoma	WA	NRC	47.08647	-122.35944
Portland	OR	NRC	45.51667	-122.66666	Ennis	TX	NRC	32.36363	-96.56990	Rockport	TX	NRC	27.98967	-97.07660	Tacoma	WA	NRC	47.25340	-122.44320
Portland	OR	NRC	45.56887	-122.71709	Ennis	TX	MSRC	32.36359	-96.56983	Saginaw	TX	NRC	32.87626	-97.36654	Westport	WA	MSRC	46.91181	-124.11025
St. Helens	OR	NRC	45.86090	-122.81350	Florence	TX	MSRC	30.80141	-97.76949	Saginaw	TX	MSRC	32.86791	-97.36689	Westport	WA	NRC	46.90699	-124.11102
Troutdale	OR	MSRC	45.54610	-122.40380	Fort Worth	TX	NRC	32.90823	-97.34141	San Antonio	TX	NRC	29.44326	-98.41116	Westport	WA	NRC	46.88750	-124.10167
Tualatin	OR	MSRC	45.38069	-122.78802	Fort Worth	TX	NRC	32.66221	-97.26467	San Antonio	TX	MSRC	29.39308	-98.36131	Cudahy	WI	NRC	42.93069	-87.88674
Tualatin	OR	NRC	45.38059	-122.78563	Fort Worth	TX	MSRC	32.66222	-97.26465	San Marcos	TX	NRC	29.77628	-97.94637	Germantown	WI	MSRC	43.20581	-88.07699
Piedmont	SD	NRC	44.16597	-103.09923	Galveston	TX	NRC	29.32269	-94.78436	San Marcos	TX	MSRC	29.77623	-97.94639	Germantown	WI	NRC	43.20868	-88.09723
Rapid City	SD	MSRC	44.09603	-103.16709	Galveston	TX	NRC	29.31287	-94.80273	San Saba	TX	MSRC	31.07069	-98.73353	Hudson	WI	NRC	44.97320	-92.74480
Alcoa	TN	NRC	35.82678	-83.96547	Galveston	TX	NRC	29.28465	-94.86620	Texarkana	TX	NRC	33.41299	-94.13432	Kaukauna	WI	NRC	44.30387	-88.25956
Blountville	TN	NRC	36.52826	-82.39298	Galveston	TX	MSRC	29.31774	-94.77436	Tyler	TX	NRC	32.38813	-95.26643	Oak Creek	WI	MSRC	42.86763	-87.94247
Brentwood	TN	NRC	35.96521	-86.82083	Galveston	TX	MSRC	29.28733	-94.86458	Tyler	TX	MSRC	32.38807	-95.26642	Oak Creek	WI	NRC	42.86759	-87.94266
Chattanooga	TN	NRC	35.09212	-85.24748	Grand Prairie	TX	NRC	32.80906	-97.00542	Victoria	TX	MSRC	28.77748	-96.96998	Superior	WI	MSRC	46.73666	-92.09028
Chattanooga	TN	NRC	35.09237	-85.24724	Houston	TX	NRC	29.75000	-95.35000	Vidor	TX	NRC	30.12891	-93.96278	Waukesha	WI	NRC	43.01506	-88.20581
Chattanooga	TN	MSRC	35.09246	-85.24722	Houston	TX	NRC	29.67469	-95.23012	Wichita Falls	TX	MSRC	33.93673	-98.49277	Evansville	WY	MSRC	42.85474	-106.24946
Chattanooga	TN	MSRC	35.07174	-85.33131	Houston	TX	NRC	29.83051	-95.28901	Aberdeen	WA	MSRC	46.96882	-123.78067	Gillette	WY	MSRC	44.17447	-105.59371
Greenbrier	TN	NRC	36.41779	-86.79075	Houston	TX	NRC	29.76058	-95.36968	Aberdeen	WA	NRC	46.97610	-123.81830	Granger	WY	MSRC	41.56776	-109.98098
Greenbrier	TN	MSRC	36.41815	-86.79102	Houston	TX	NRC	29.92449	-95.34365	Anacortes	WA	MSRC	48.47327	-122.57136	Lyman	WY	MSRC	41.32682	-110.29028
Knoxville	TN	NRC	35.97850	-84.00150	Houston	TX	NRC	29.76657	-95.14466	Anacortes	WA	NRC	48.51201	-122.61061	Newcastle	WY	MSRC	43.85029	-104.21162
Knoxville	TN	MSRC	36.04209	-83.82872	Houston	TX	NRC	29.85114	-95.16162	Anacortes	WA	NRC	48.51370	-122.60957	Sheridan	WY	MSRC	44.66487	-106.90290

Note:

1: Table contains MSRC, National Response Corporation, and applicable STAR/ICN Contractor locations in states containing BNSF-owned tracks based on data provided in 2026.
Additional BNSF-available OSRO locations are located throughout the U.S.

Source: BNSF COSRP, 2026.

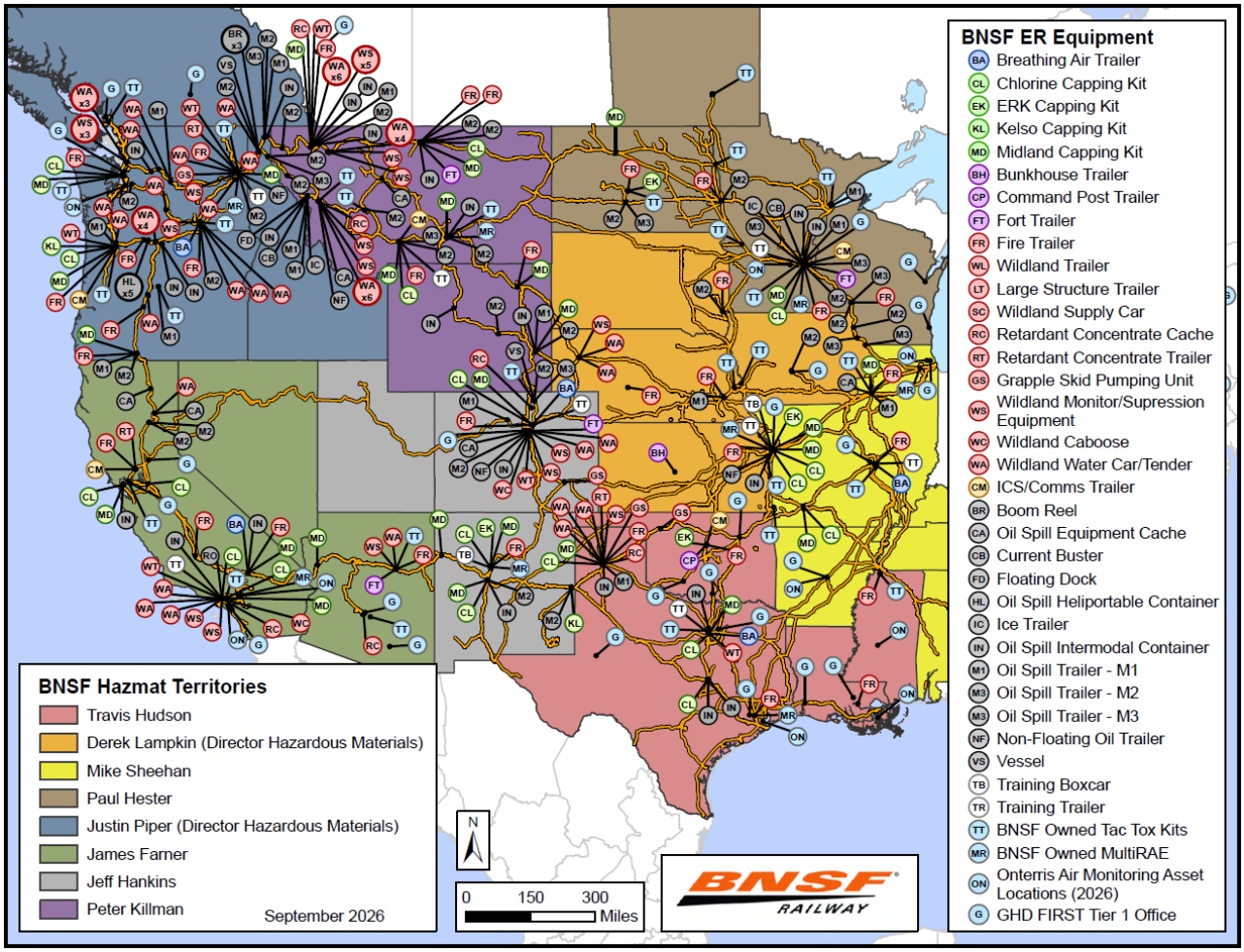
In addition to MSRC and NRC asset locations above, BNSF maintains additional contracts with other OSROs and specialty contractors [such as the Oiled Wildlife Care Network (OWCN), Whitewater Rescue Institute, etc.].

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

4.2 BNSF-Owned Specialized Equipment

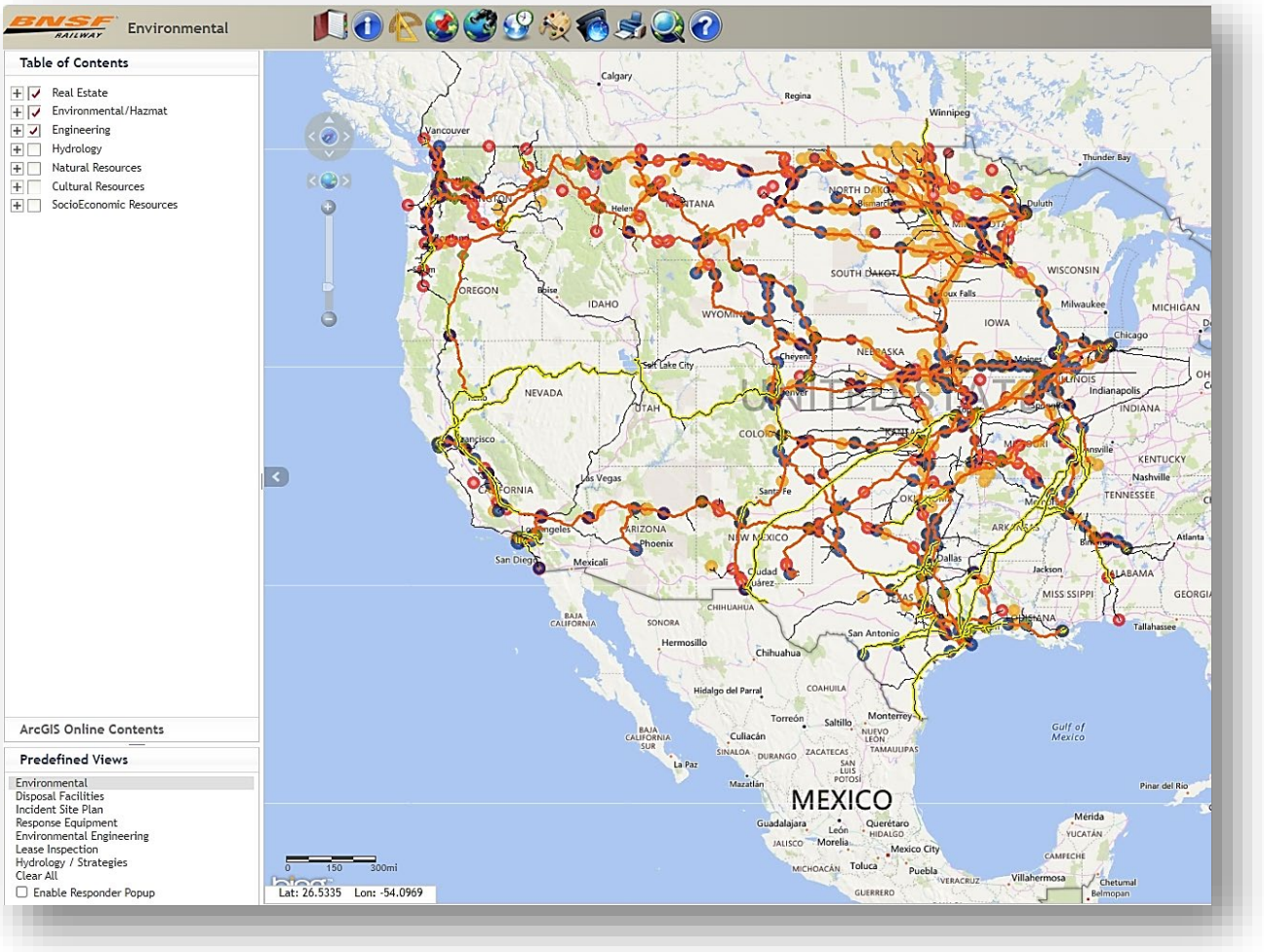
As an organization, BNSF has purchased and staged numerous types of emergency response equipment throughout its network to support the Response Organization. This equipment varies from conventional containerized oil spill response equipment to highly specialized commodity-specific leak capping kits, ice-response assets, firefighting 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 that 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 through 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 infrastructure, and natural, cultural, and socio-economic resources (etc.) across the BNSF network.



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

- Which federal, state, county, and local emergency agency jurisdictions are 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 flow?
    - 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?

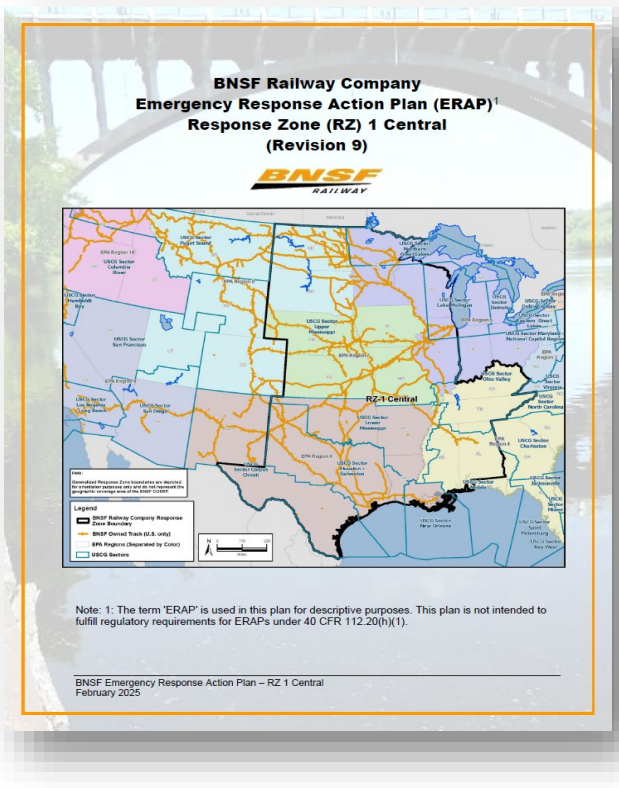
This web-based mapping application represents one of many technology-based incident support resources available to the BNSF Response Organization. Other examples include the BNSF 'Hazmat Center', ICS-driven software platforms, the AskRail® mobile application, air and water spill dispersion models, etc.

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.

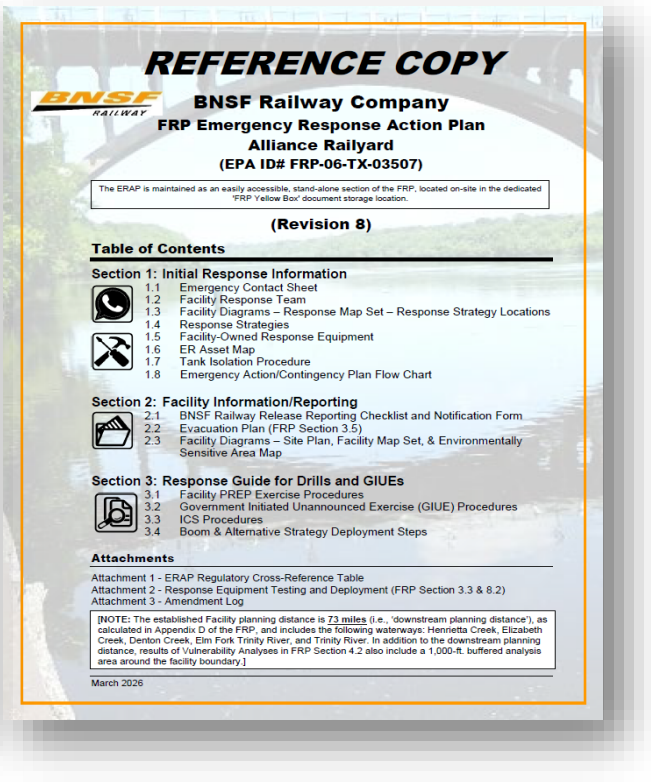
Example BNSF ERAPs:


BNSF Railway Company
Emergency Response Action Plan (ERAP)[1]
Response Zone (RZ) 1 Central
(Revision 9)

RZ-1 Central

Note: 1: The term 'ERAP' is used in this plan for descriptive purposes. This plan is not intended to fulfill regulatory requirements for ERAPs under 40 CFR 112.20(h)(1).

BNSF Emergency Response Action Plan – RZ 1 Central
February 2025


REFERENCE COPY

BNSF Railway Company
FRP Emergency Response Action Plan
Alliance Railyard
(EPA ID# FRP-06-TX-03507)

The ERAP is maintained as an easily accessible, stand-alone section of the FRP, located on-site in the dedicated "FRP Yellow Box" document storage location.

(Revision 8)

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Section 1: Initial Response Information
1.1 Emergency Contact Sheet
1.2 Facility Response Team
1.3 Facility Diagrams – Response Map Set – Response Strategy Locations
1.4 Response Strategies
1.5 Facility-Owned Response Equipment
1.6 ER Asset Map
1.7 Tank Isolation Procedure
1.8 Emergency Action/Contingency Plan Flow Chart

Section 2: Facility Information/Reporting
2.1 BNSF Railway Release Reporting Checklist and Notification Form
2.2 Evacuation Plan (FRP Section 3.5)
2.3 Facility Diagrams – Site Plan, Facility Map Set, & Environmentally Sensitive Area Map

Section 3: Response Guide for Drills and GIUEs
3.1 Facility PREP Exercise Procedures
3.2 Government Initiated Unannounced Exercise (GIUE) Procedures
3.3 ICS Procedures
3.4 Boom & Alternative Strategy Deployment Steps

Attachments
Attachment 1 - ERAP Regulatory Cross-Reference Table
Attachment 2 - Response Equipment Testing and Deployment (FRP Section 3.3 & 8.2)
Attachment 3 - Amendment Log

[NOTE: The established Facility planning distance is 73 miles (i.e., 'downstream planning distance'), as calculated in Appendix D of the FRP, and includes the following waterways: Henrietta Creek, Elizabeth Creek, Denton Creek, Elm Fork Trinity River, and Trinity River. In addition to the downstream planning distance, results of Vulnerability Analyses in FRP Section 4.2 also include a 1,000-ft. buffered analysis area around the facility boundary.]

March 2026

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:

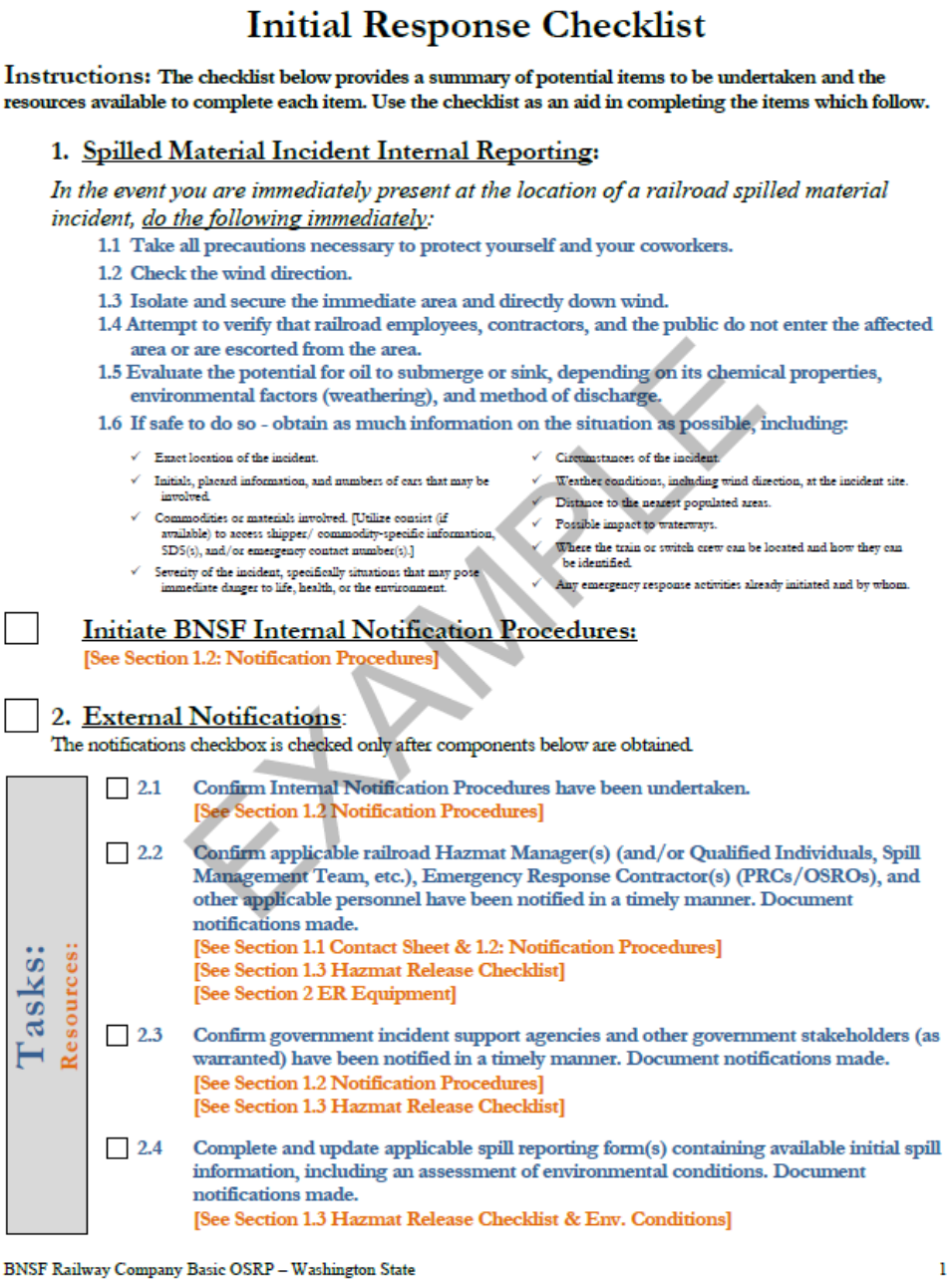
- BNSF's Initial Response Checklist
- Health and Safety
- Notifications
- Evacuations/Site Safety
- Spill Assessment and Tracking
- Air Monitoring

- 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.



Initial Response Checklist

Instructions: The checklist below provides a summary of potential items to be undertaken and the resources available to complete each item. Use the checklist as an aid in completing the items which follow.

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:

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 Evaluate the potential for oil to submerge or sink, depending on its chemical properties, environmental factors (weathering), and method of discharge.
1.6 If safe to do so - obtain as much 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.

☐ **Initiate BNSF Internal Notification Procedures:**
[See Section 1.2: Notification Procedures]

☐ **2. External Notifications:**
The notifications checkbox is checked only after components below are obtained.

Tasks: / Resources:

☐ 2.1 Confirm Internal Notification Procedures have been undertaken.
[See Section 1.2 Notification Procedures]

☐ 2.2 Confirm applicable railroad Hazmat Manager(s) (and/or Qualified Individuals, Spill Management Team, etc.), Emergency Response Contractor(s) (PRCs/OSROs), and other applicable personnel have been notified in a timely manner. Document notifications made.
[See Section 1.1 Contact Sheet & 1.2: Notification Procedures]
[See Section 1.3 Hazmat Release Checklist]
[See Section 2 ER Equipment]

☐ 2.3 Confirm government incident support agencies and other government stakeholders (as warranted) have been notified in a timely manner. Document notifications made.
[See Section 1.2 Notification Procedures]
[See Section 1.3 Hazmat Release Checklist]

☐ 2.4 Complete and update applicable spill reporting form(s) containing available initial spill information, including an assessment of environmental conditions. Document notifications made.
[See Section 1.3 Hazmat Release Checklist & Env. Conditions]

BNSF Railway Company Basic OSRP – Washington State 1

EXAMPLE

Initial Response Checklist

☐ 3. Initial Staff and Equipment Mobilization:

The staff/equipment mobilization checkbox is checked only after components below are obtained.

Tasks: / Resources:

- ☐ 3.1 Mobilize applicable railroad Hazmat Manager(s) (and/or Qualified Individuals, Spill Management Team, etc.), PRCs and/or Emergency Response Contractor(s).
  [See Section 1.1 Contact Sheet & 1.2: Notification Procedures]
  [See Section 2 ER Equipment]
- ☐ 3.2 Mobilize BNSF TacTox air monitoring equipment and contractor(s).
  [Call CTEH: 866-869-2834 (24-hr.)
  CTEH will contact BNSF TacTox contractors for dispatch and establish action levels and equipment/materials required for initial air monitoring.]
- ☐ 3.3 Mobilize personnel/equipment owned by PRCs, ER contractors and/or BNSF.
  - Notify/mobilize regional equipment if additional and/or cascading resources are anticipated to be needed.

  [See Section 2 ER Equipment]

☐ 4. Initial Response Actions:

The initial response actions checkbox is checked only after components below are obtained.

Tasks: / Resources:

- ☐ 4.1 Identify spilled materials type and acquire SDS. Request and ensure SDS(s) are available to safety officer.
  [See Train Consist or utilize AskRail ® mobile application]
  [Contact Shipper via Consist information]
  [Contact Chemtrec: 800-424-9300]
- ☐ 4.2 Assess initial site safety issues and first responder/public safety.
- ☐ 4.3 Work with local responders to protect life safety and minimize property damage.
- ☐ 4.4 Develop Health and Safety Plan, including an assessment of Personal Protective Equipment (PPE) requirements. Implement site safety assessment/PPE requirements.
  [See Section 3.1 BNSF Health and Safety Plan]
- ☐ 4.5 Perform and document air monitoring.
  [Coordinate with CTEH on efforts initiated under Step 3.2]
- ☐ 4.6 Within 6-hours, as appropriate:
  - Confirm the Incident Commander or their designee has initiated assessment(s) regarding the potential for oil to submerge or sink and has initiated the associated assessment/consultation tasks. Use NWACP Section 9412 and Attachment A – 9412.A1 Initial Assessment and 9412.A2 Non-Floating Oils Response Documentation of Considerations Form, if necessary.
- ☐ 4.7 Perform Job Hazard Analysis and Safety Briefing(s).
- ☐ 4.8 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.
    [For example: Comparing initial volume versus final volume of container. Estimating dimensions of sheen or pooled area.]
  - ☐ If spill to land, evaluate the potential for groundwater impacts.
  - ☐ Update assessment of environmental conditions.

  [See Section 5 Geographical Response Plans and Resource References/Links]

EXAMPLE

Initial Response Checklist

Tasks: Resources:

- ☐ Analyze where spilled materials are going (using trajectory, river speed). Engage agencies/contractors to request modeling and/or refine estimates.
  [NOAA Office of Response and Restoration: 206-526-4911 (24-hr.);
  BNSF-contractor Polaris Applied Sciences: 206-359-5686/206-660-5753]
- ☐ Refine instructions to dispatched personnel/equipment to allocate resources intended to address the spilled material's estimated downstream leading edge.
  [See Section 2 ER Equipment]

- ☐ Evaluate whether federal, state, and/or local permit(s) may be necessary to perform initial response actions. Begin permit application process(es), if warranted.
  [See Section 3.2 BNSF Emergency Permit Matrix]
- ☐ Update BNSF Health and Safety Plan with additional assessment information above, if warranted.
  [See Section 3.1 BNSF Health and Safety Plan]

☐ 4.9 Contact WA Ecology, review NWACP GRPs and other tools to identify potential populations at risk, natural, economic, and/or cultural resources within the spill trajectory.
[See Section 5 Geographical Response Plans and Resource References/Links]

OR
☐ Not applicable.

☐ 4.10 Evaluate potential response strategies for implementation.
[See Section 5 Geographical Response Plans and Resource References/Links]

OR
☐ Not applicable.

☐ 4.11 Document early actions on ICS 201 form.
- Develop Initial Incident Map.
- Develop Objectives.
- Document Current Actions including input from key team members.
- Initial ICS Organization.
- Document Initial Resources ordered on ICS 201 form.

[See Section 3.3 Blank ICS 201 Forms]

☐ 4.12 Transition key personnel from initial response team to the spill management team through completion of an Initial Incident Briefing (ICS 201).
- 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.

[See Section 3.3 Blank ICS 201 Forms]

☐ 4.13 Activate supplemental response resources – as warranted.
- Call out/mobilize additional resources.
- Integrate and coordinate those resources with other plan resources.

[See Section 2: ER Equipment]

EXAMPLE

Resources Under Separate Cover:

- Emergency Response Guidebook (ERG), NIOSH Guide, or other reference resources.

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.

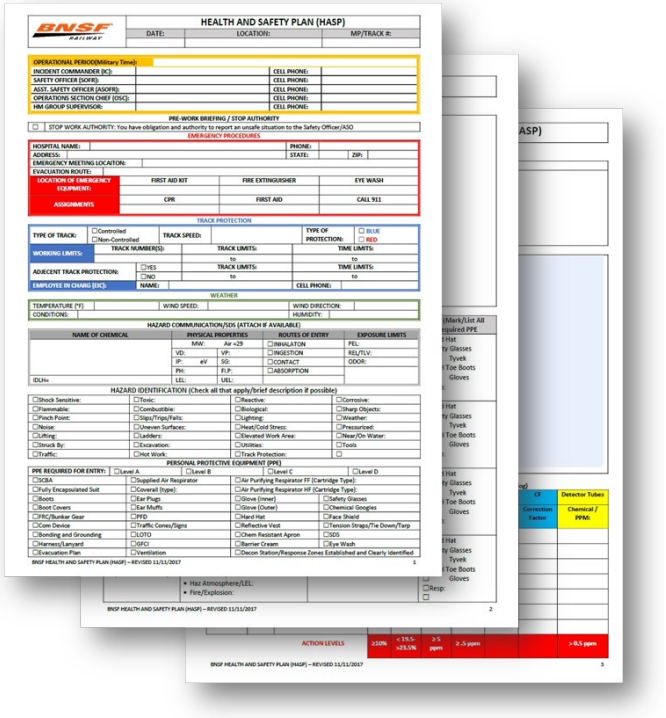
Checklist supporting materials used, when appropriate, by BNSF during responses are described in the following sections.

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)/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:



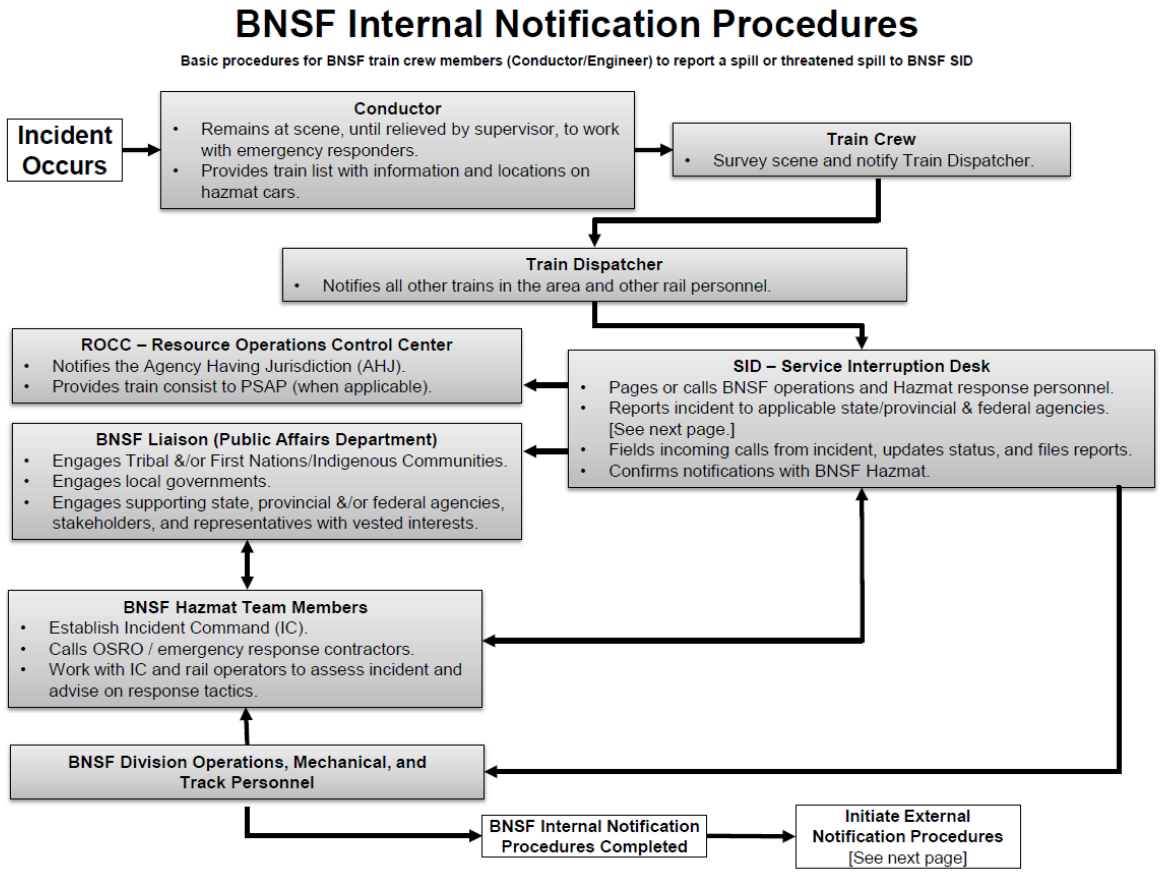
BNSF's health and safety programs comply with federal requirements contained in Occupational Safety and Health Administration (OSHA) regulations regarding Hazardous Waste Operations and Emergency Response as outlined in 29 CFR, Part 1910.120. These requirements, commonly referred to as HAZWOPER regulations,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

5.3 Notifications

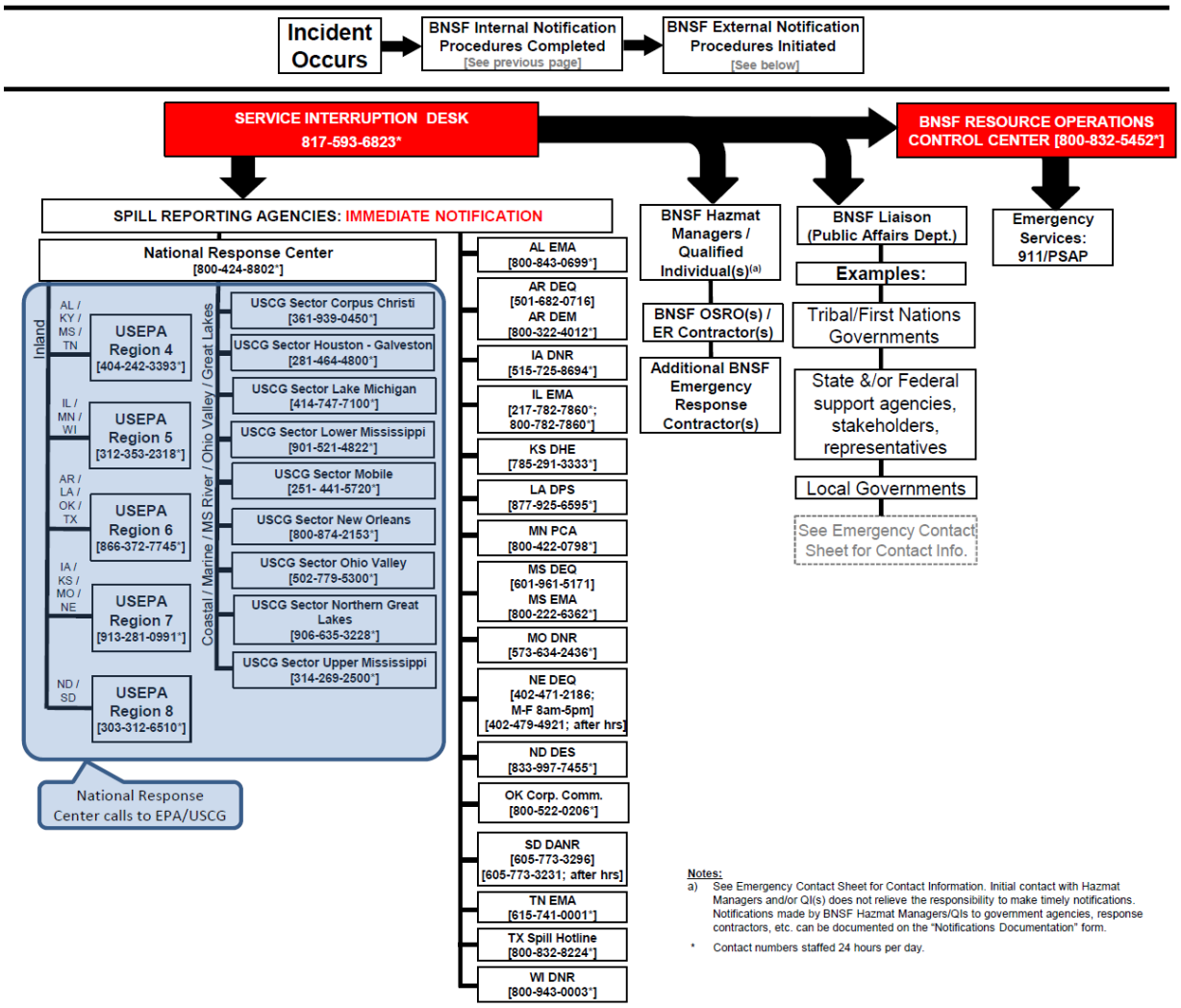
5.3.1 Spill Reporting

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), BNSF's 'Governmental Spill Notification Procedure for Environmental and Hazardous Material Releases' Manual, and Hazardous Material Customer Notification Protocol.

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



BNSF External Notification Procedures – RZ 1 Central



As part of these internal/external notification procedures, BNSF hazardous material customers are notified via the emergency response contact phone number listed on their shipping paper when the shipment (load or residue/car load or intermodal) is in distress. Distress means:

- Has sustained a release
- Is derailed and NOT upright
- Has car body or tank shell damage.

Information that should be provided in both initial and follow-up notifications includes:

- 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 Corporate Communications or Public Affairs 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 the 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 Affairs: BNSF's Public Affairs personnel coordinate with BNSF officials on-scene and serve as liaison to federal, provincial, state, local, and/or tribal officials, as appropriate. Public Affairs personnel may also handle media inquiries as needed.

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 (DOT) 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 as 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 potentially could 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 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 suitable option when strong currents are present that 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 the 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	800-578-3048
Wildlife Response Services	Wildlife Response Service Provider, trained wildlife response personnel, oiled wildlife response equipment and supplies	713-705-5897
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.
    - As appropriate, 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 subsequently 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 (X, 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, as necessary, 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 defines 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. These data are 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 cleanup 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 that 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 40-hour HAZWOPER (minimum annual 8-hour Refresher); NIMS ICS 100, 200, 300, 700, 800; HMERT Responder or Advisor Program Training; and topical QI training modules (etc.).

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 training 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 thousands of 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 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 and other states/provinces.

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
BNSF	BNSF Railway Company
CERCLA	Comprehensive Environmental Response, Compensation, and Liability Act
CFR	Code of Federal Regulations
COSRP	Comprehensive Oil Spill Response Plan
CPKC	The Soo Line Railroad Company, Dakota, Minnesota & Eastern Railroad Corporation, Delaware and Hudson Railway Company, Inc., Central Maine & Quebec Railway US Inc., and The Kansas City Southern Railway Company, all each and together operating as “CPKC”
CWA	Clean Water Act
DOT	U.S. Department of Transportation
EPA	U.S. Environmental Protection Agency
ERAP	Emergency Response Action Plan
FRP	Facility Response Plan
GIS	Geographic Information System
GRP	Geographic Response Plan
hazmat	Hazardous Material
HMERT	Hazardous Material Emergency Response Team
ICS	Incident Command System
IMT	Incident Management Team
JIC	Joint Information Center
LERP	Local Emergency Response Plan
MSRC	Marine Spill Response Corporation
NCP	National Contingency Plan
NIMS	National Incident Management System
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
PREP	National Preparedness for Response Exercise Program
QI	Qualified Individual
RCP	Regional Contingency Plan
RRT	U.S. Regional Response Team
RZP	Response Zone Plan
SARA	Superfund Amendments and Reauthorization Act
SERP	System Hazardous Materials Emergency Response Plan
SID	Service Interruption Desk
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 Assets

Figure 4 – BNSF-Owned Breathing Air Trailer/Air Monitoring Equipment and Air Monitoring Contractors

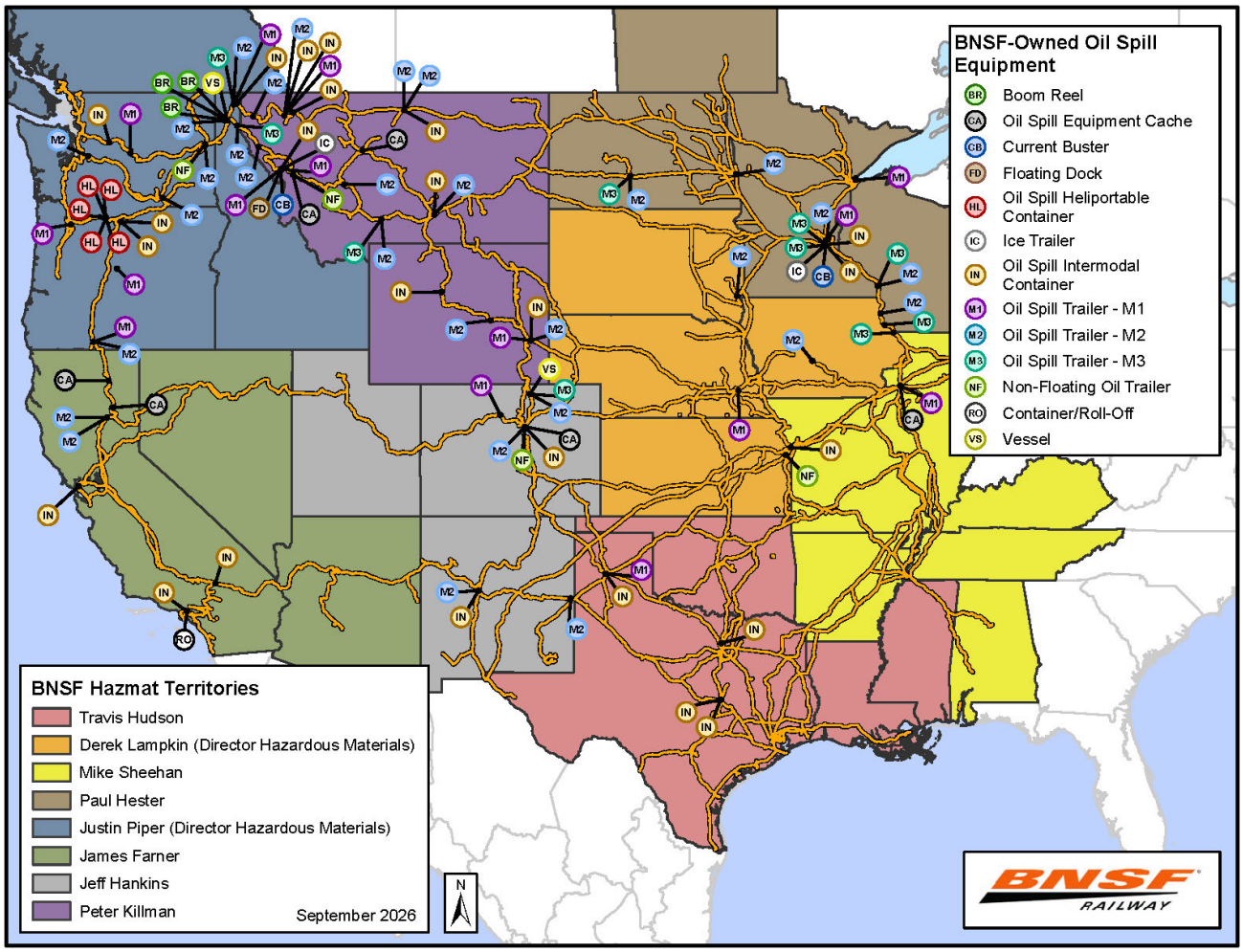
Figure 5 – BNSF-Owned Tank Car Capping Kit Locations

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

Figure 1 – BNSF-Owned Oil Spill Response Trailer Locations





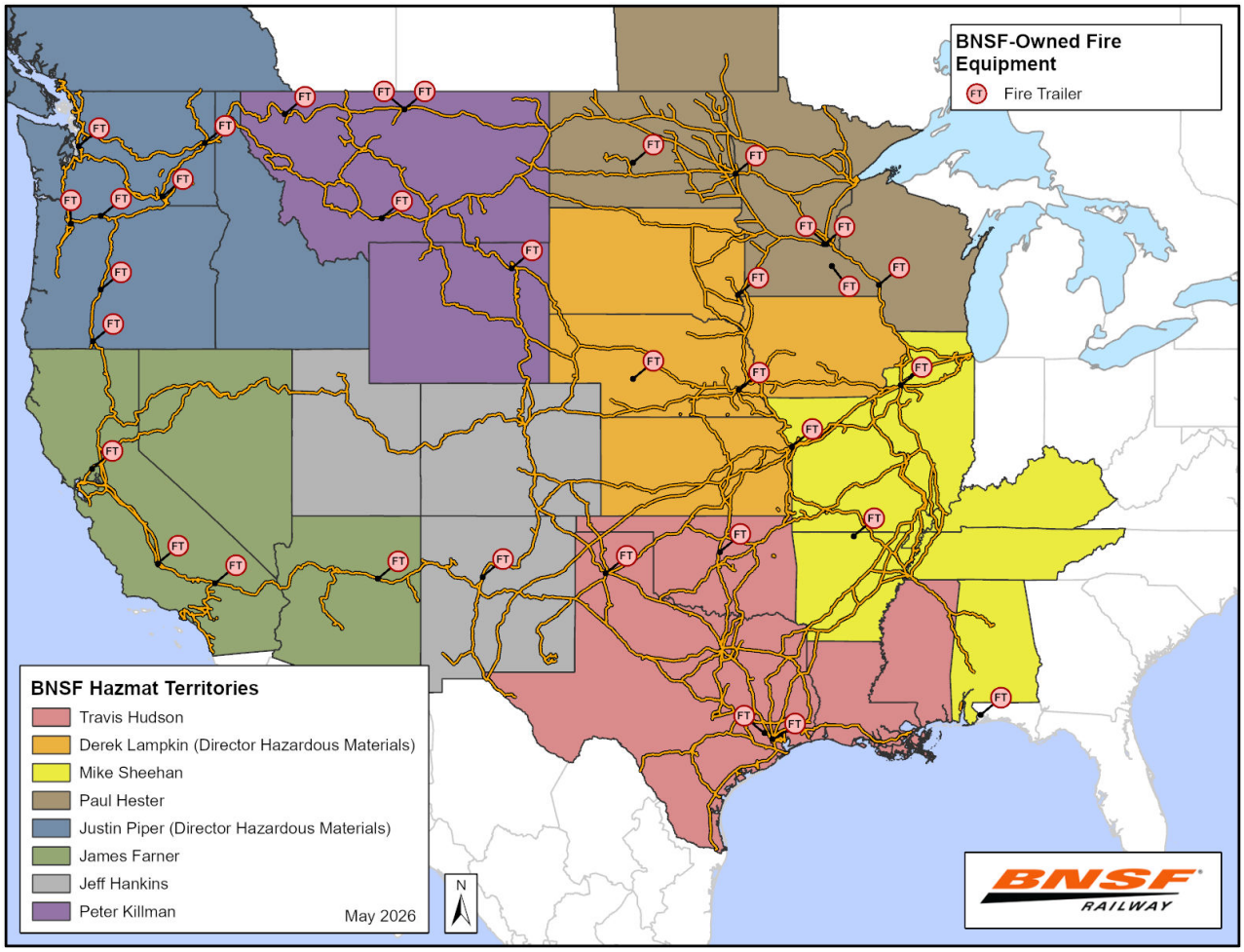
Equipment typically found in Oil Spill Trailers:

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



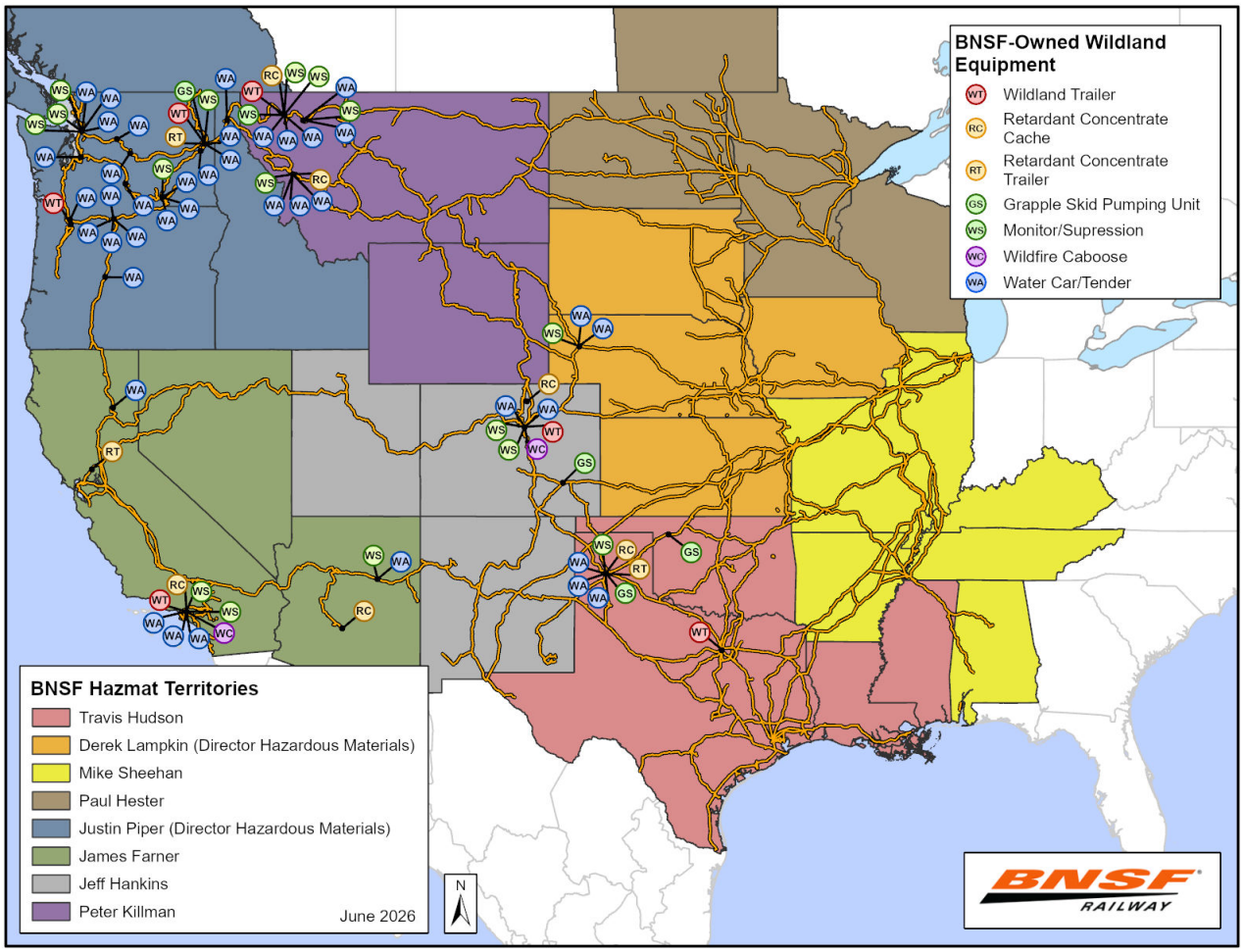




Equipment typically found in Industrial Fire Fighting Trailers:

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

Figure 3 – BNSF-Owned Wildland Fire-Fighting Assets



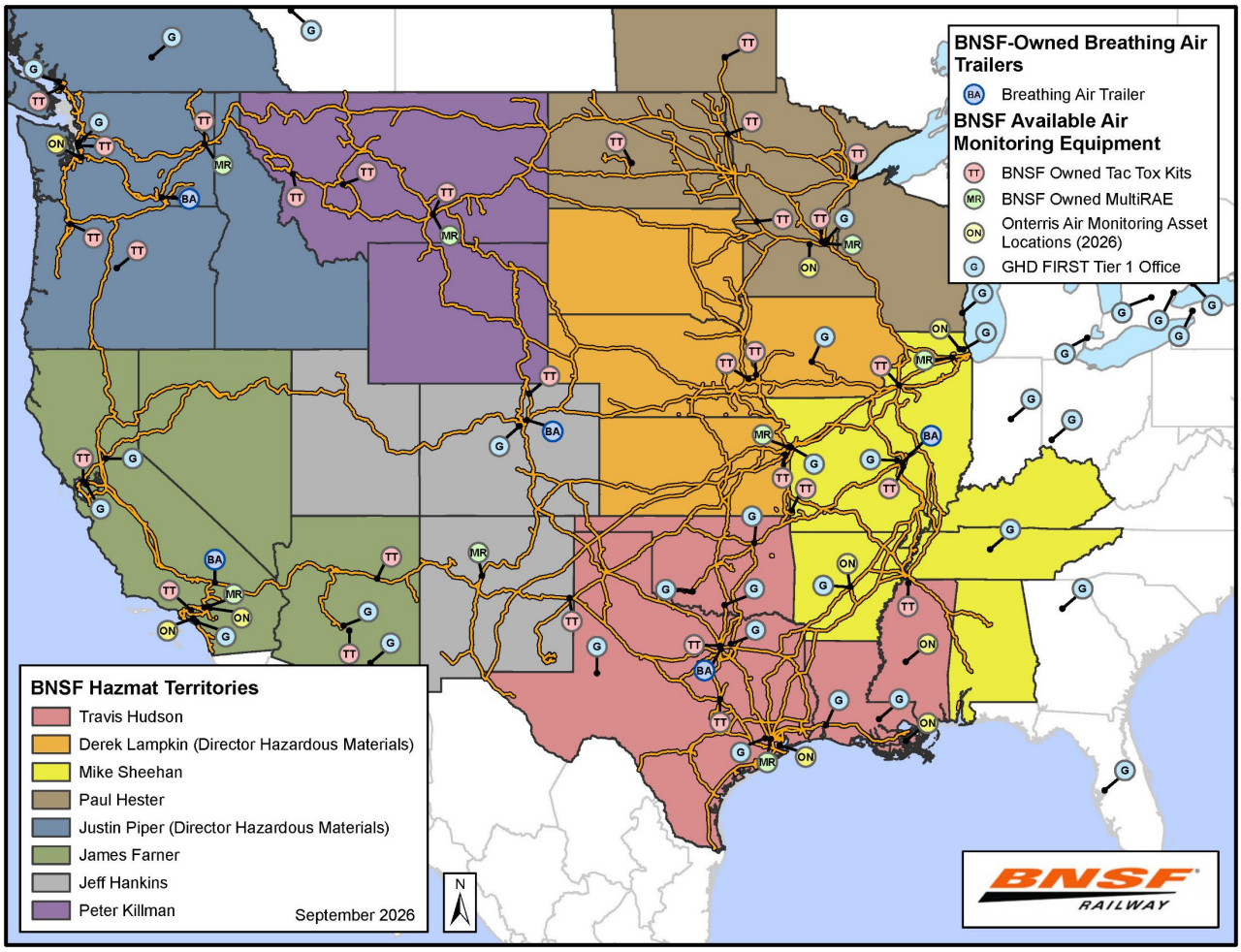




Equipment typically found in Wildland Fire Fighting Trailers:

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

Figure 4 – BNSF-Owned Breathing Air Trailer/Air Monitoring Equipment and Air Monitoring Contractors



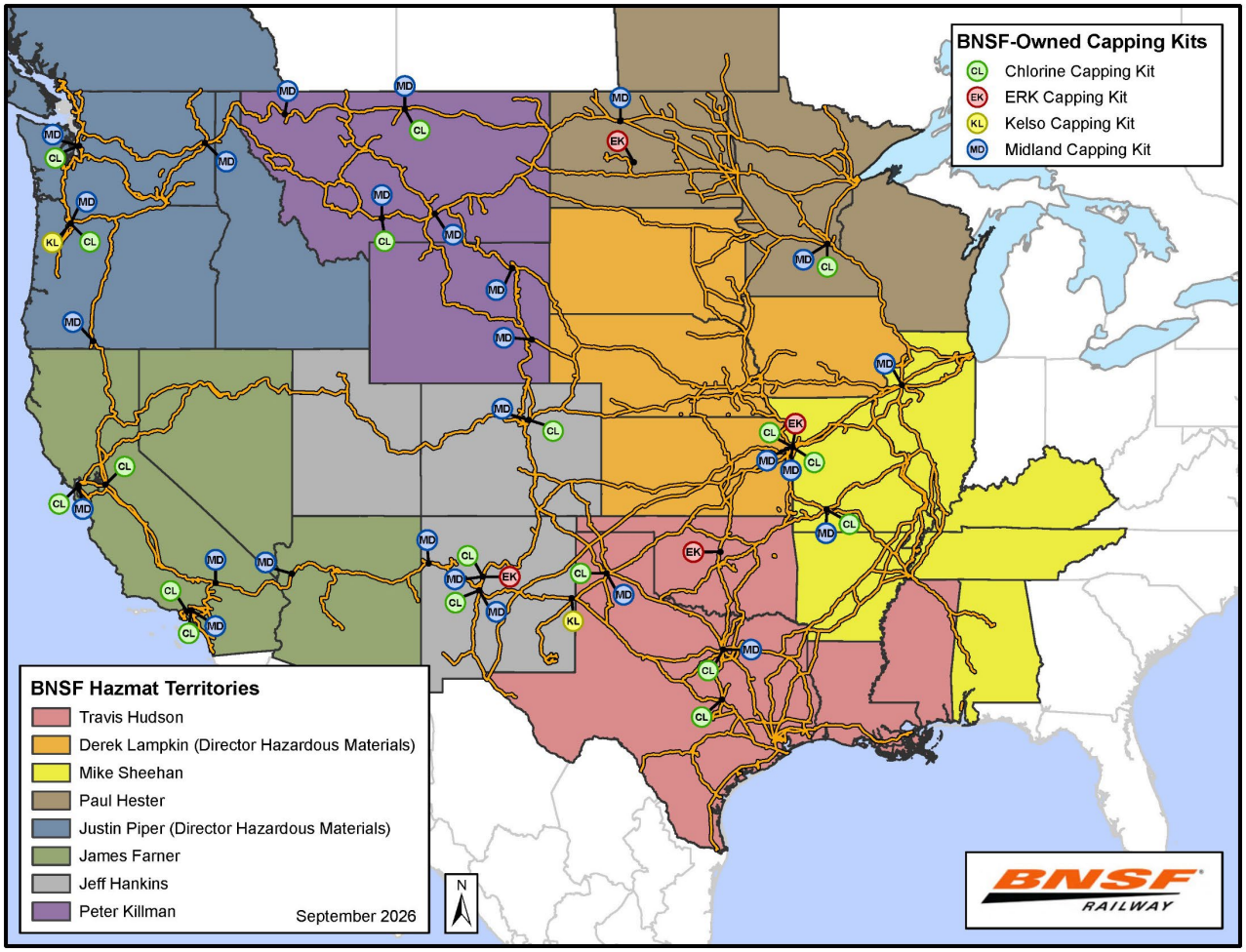




Equipment typically found in Breathing Air Trailers:

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





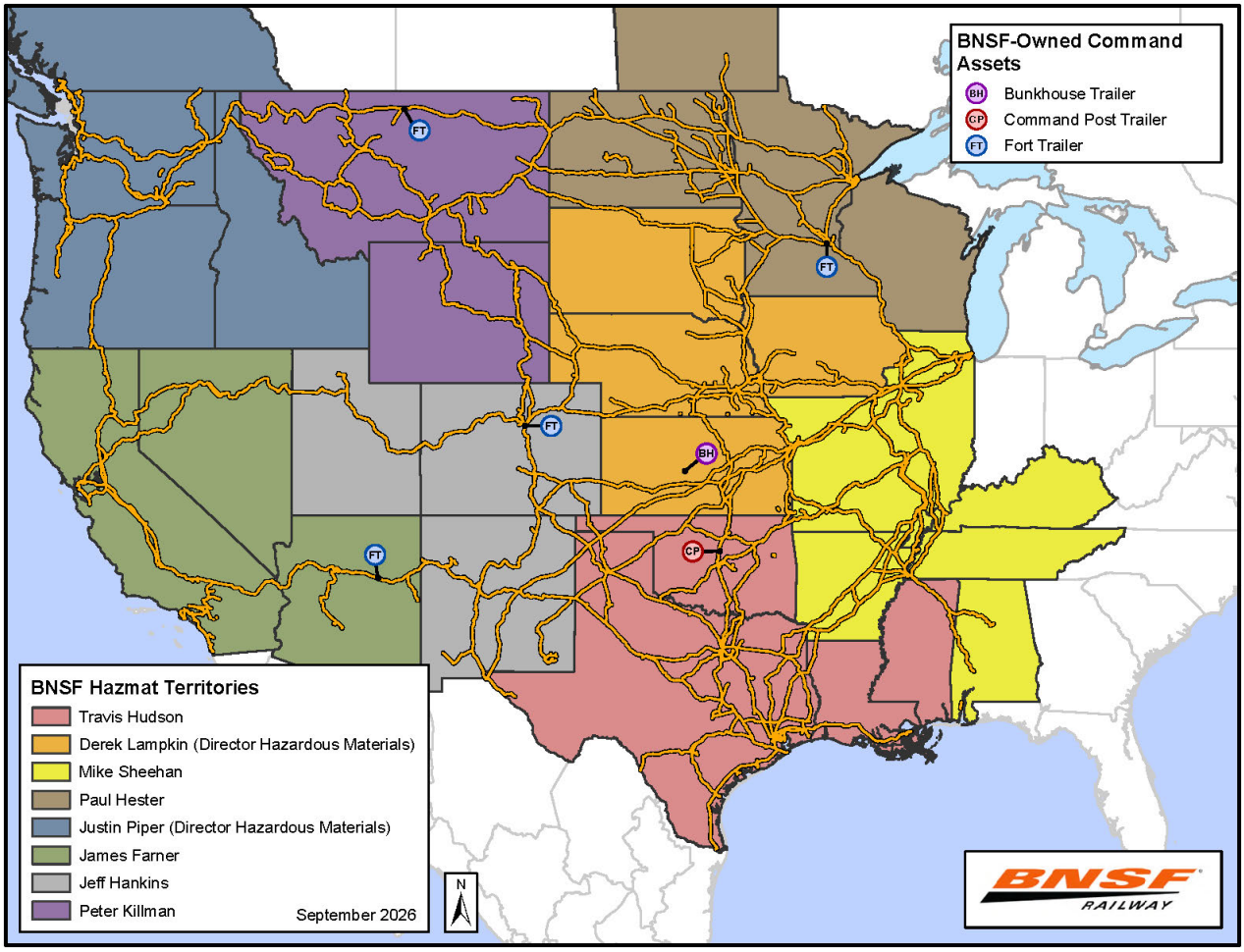




Equipment typically found in Tank Car Capping Kit:

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

Figure 6 – BNSF-Owned Incident Command Asset Locations







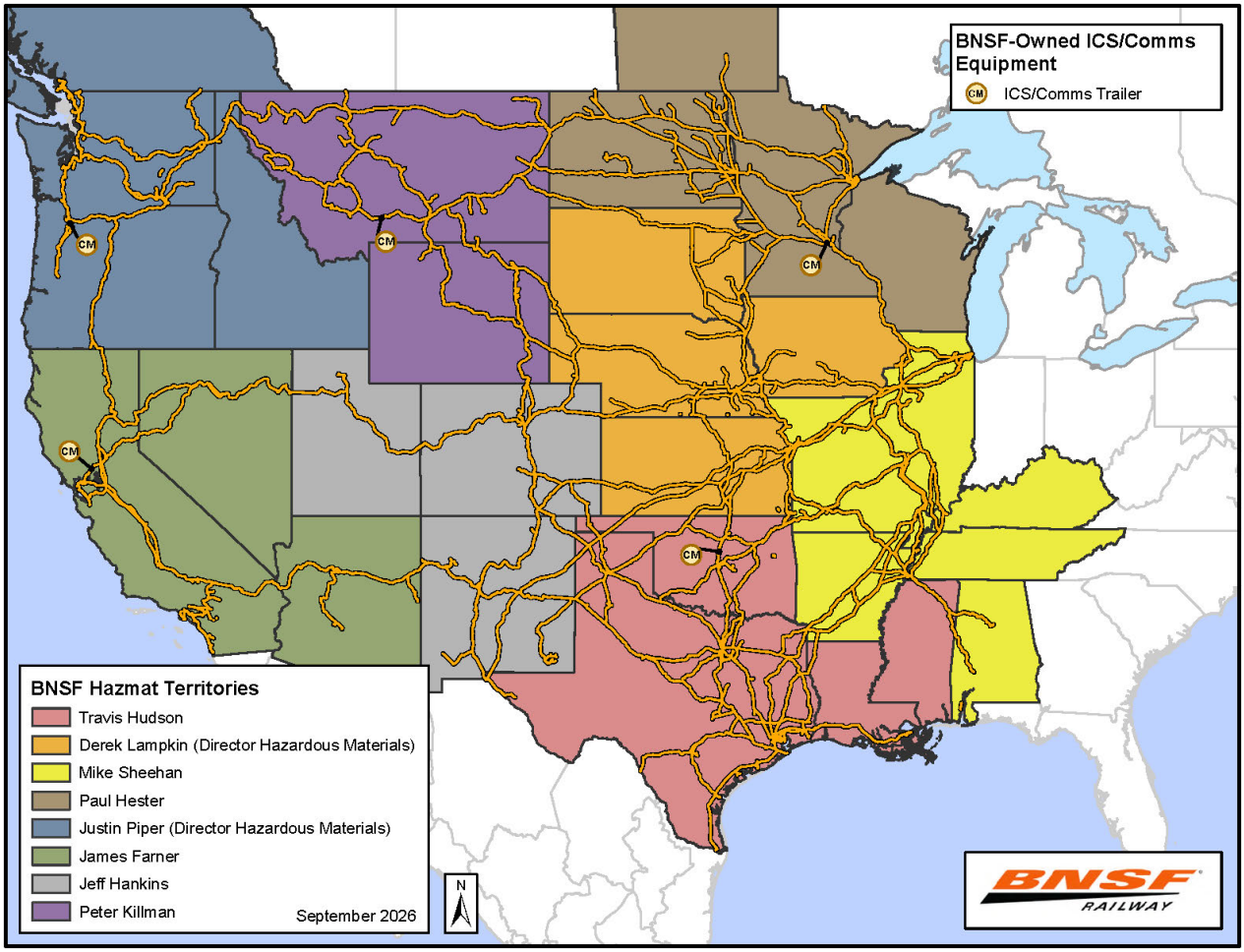




Incident Command Assets typically provide:

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

Figure 7 – BNSF-Owned ICS/Communications Trailer Locations

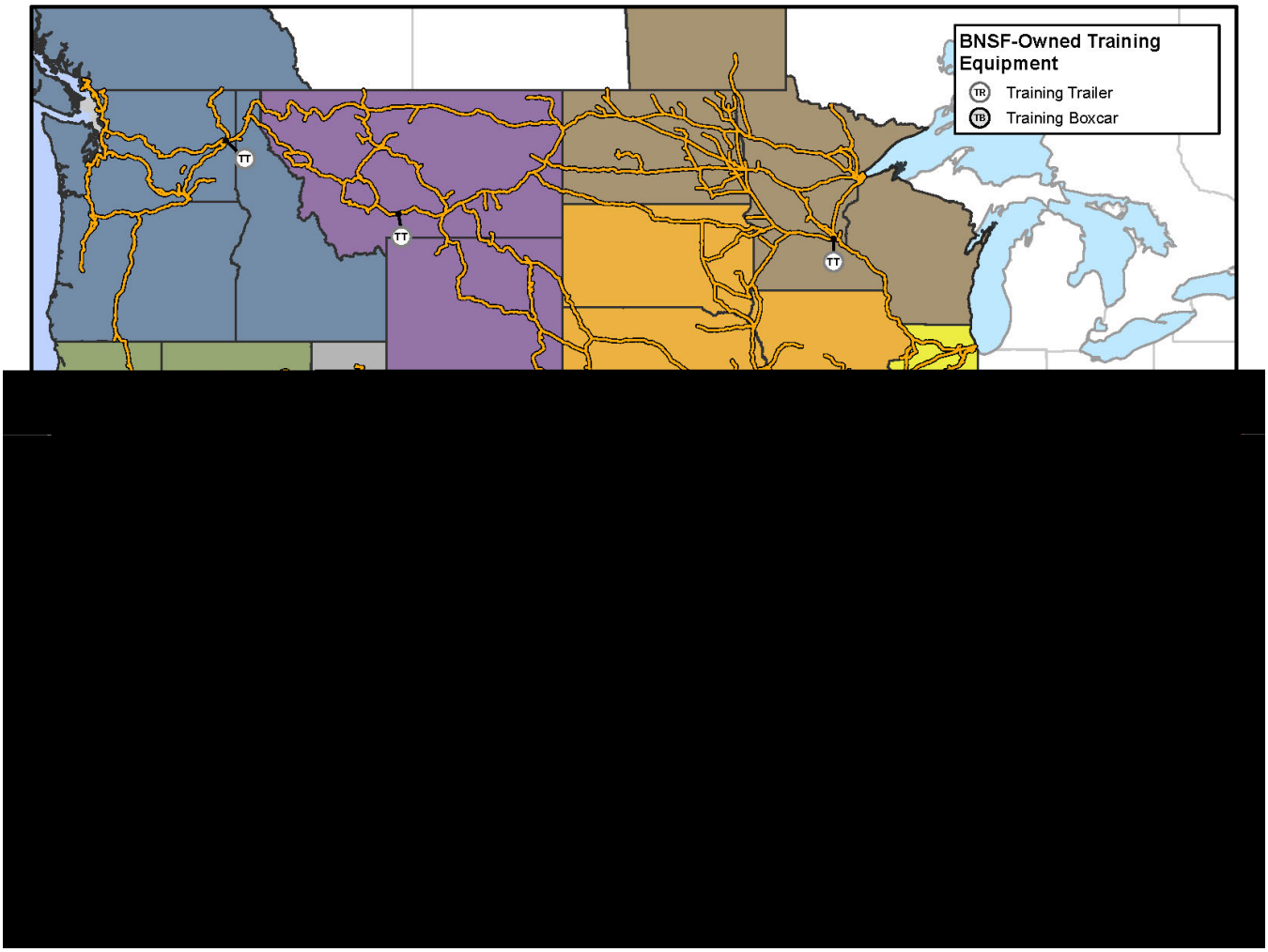




Equipment typically found in ICS/Communications Trailer:

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

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



[redacted]



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.