

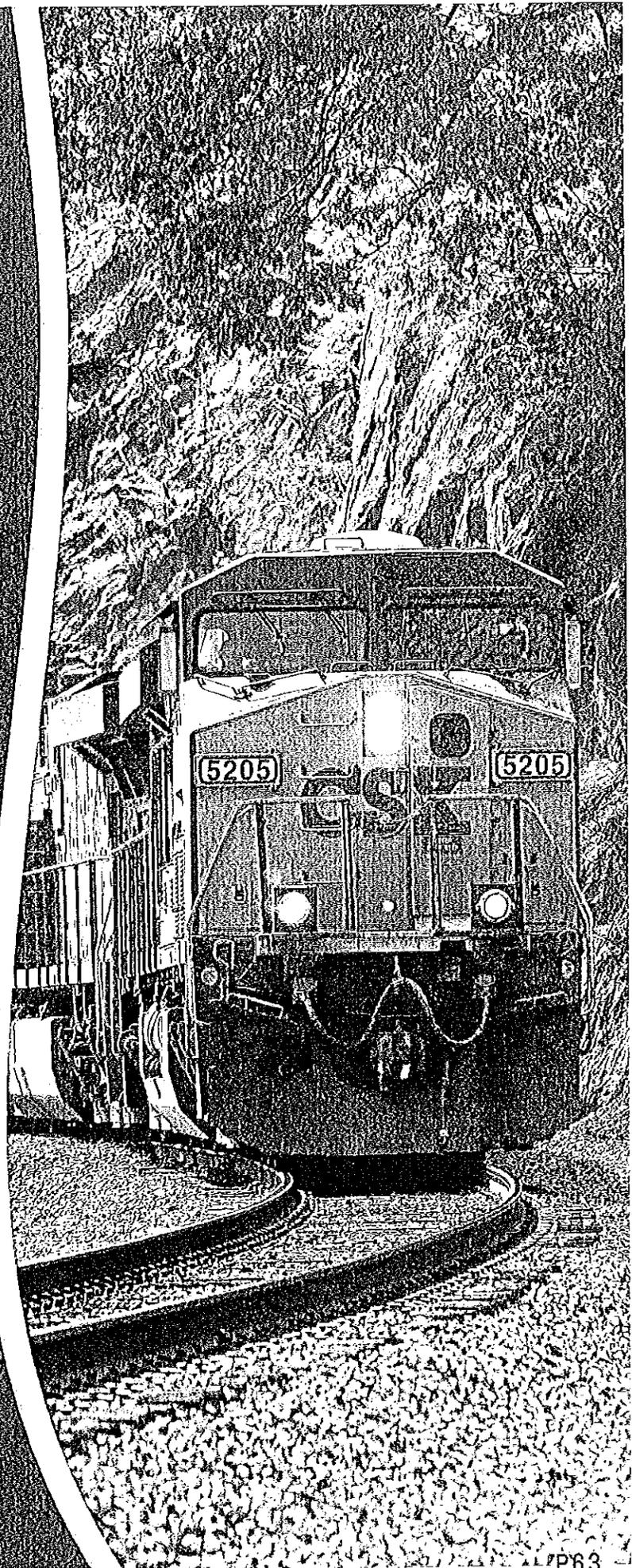


# CSX Transportation

Response to:  
DOT May 7, 2014  
Emergency Restriction/  
Prohibition Order

Transport of  
Bakken Crude Oil in  
Pennsylvania

Prepared for:  
Pennsylvania Emergency  
Response Commission  
June 3, 2014





## To the State Emergency Response Commission of Pennsylvania:

As you may already be aware, the U.S. Department of Transportation ("DOT") issued an emergency order on May 7, 2014, that requires railroads to provide certain information in writing to the State Emergency Response Commission ("SERC") in each state in which it operates trains transporting 1,000,000 gallons or more of Bakken crude oil (hereafter "Bakken crude oil unit trains"). Railroads are required to provide the information to the state SERC within 30 days of the May 7 DOT emergency order.

In accordance with the DOT emergency order, CSX is submitting the following information to the SERC regarding the transportation of Bakken crude oil unit trains through your state.

- The estimated number of trains that travel each week through each county in the State or Commonwealth meeting the 1,000,000 gallons or greater threshold (Exhibit 2).
- The routes over which CSX moves Bakken crude oil unit trains in each county of the State or Commonwealth as required in the DOT emergency order (Exhibit 2).
- The description of the petroleum crude oil expected to be moved through each county in the State or Commonwealth as required in 49 CFR part 172, subpart C (Exhibit 3).
- A CSX point of contact that the SERC and emergency responders can call for information about the transportation of Bakken crude oil by CSX (Exhibit 3).
- Applicable emergency response information as required by 49 CFR part 172, subpart G (Exhibits 4-6).

DOT has determined that the information included in Exhibit 2 of this document contains highly confidential and sensitive business information that can only be shared with individuals with a need-to-know. (See *DOT Frequently Asked Questions on DOT's May 7, 2014 Emergency Order Regarding Notification to Communities of Bakken Crude Oil Shipments* published on FRA's website on May 23, 2014). Specifically, DOT states that it "expects the SERCs to treat this data as confidential, providing it only to those with a need-to-know, and with the understanding that recipients of the data will continue to treat it as confidential." Additionally, DOT states that "railroads may require reasonable confidentiality agreements prior to providing this information."



Therefore, in accordance with DOT's guidance, we have included CSX's requirements (Exhibit I) for safeguarding and sharing this sensitive and confidential proprietary business information with county emergency management or planning agency officials that have a need-to-know within the State or Commonwealth. Please note you can share the attachment containing the information described above in its entirety with the appropriate county emergency management or planning agency officials under the terms of CSX's confidentiality requirements in Exhibit I. You may also share this information with the appropriate Tribal Emergency Response Commissions (TERCs) under the same confidentiality terms.

In addition to the information specifically required by the DOT emergency order, CSX is also including some additional emergency planning and response information that we hope will provide additional value in responding to a train-related emergency. Also enclosed are:

- The CSX Community Awareness and Emergency Planning Guide for railroad emergencies (Exhibit 7).
- The CSX Emergency Response to Unit Train Incidents Guidebook (Exhibit 8).

Finally, upon written request from the SERC, CSX will provide additional hard copies of this information to the SERC for distribution to the appropriate county emergency management and/or emergency planning officials within your state or commonwealth that have a need-to-know.

CSX has, for many years, provided community emergency response agencies with information and training to address a rail-related emergency. At CSX, we are committed to the safe transportation of hazardous materials by rail, and we remain dedicated to educating our communities and first responders about rail emergency preparedness programs.

We appreciate your assistance in this effort. Should you have any questions or concerns, please contact me at 904-366-5815.

Sincerely,

Romano De Simone  
Director Hazardous Materials  
CSX Transportation



## CSX Guidelines for Handling Sensitive and Confidential Proprietary Business Information

The information being provided to you in accordance with the May 7, 2014 DOT emergency order contains highly sensitive and confidential proprietary business information. It also includes highly sensitive confidential routing information regarding the transportation of Bakken crude oil unit trains in your state or commonwealth that could be detrimental to transportation security and public safety if publicly disclosed. In accordance with DOT guidance (see *Frequently Asked Questions on DOT's May 7, 2014 Emergency Order Regarding Notification to Communities of Bakken Crude Oil Shipments* published on FRA's website on May 23, 2014), the SERC must treat this information as confidential, providing it only to those with a need-to-know, and with the understanding that recipients of the information will continue to treat it as confidential. Therefore, CSX is submitting the attached information to the Pennsylvania SERC under the following terms and conditions:

1. The SERC shall restrict the disclosure of the attached information to only emergency response officials and/or emergency management agencies that have a legitimate need-to-know the information for purposes of emergency response planning;
2. The SERC shall prohibit the disclosure of the attached information to the general public;
3. The SERC shall not post the attached information on any website, including its intranet, or otherwise make the information available through electronic means in a manner that could lead to its disclosure to unauthorized individuals;
4. The SERC shall not provide the attached information in response to any Freedom of Information Act (FOIA) request or similar state or federal public records act request without either the prior written consent of CSX or providing CSX with a reasonable opportunity to respond to the request and seek protection or other relief from state or federal court; for access to or release of the attached information; and
5. The SERC shall make each county or other emergency management agency and/or emergency response official that receives a copy of the attached information aware of the confidentiality and limitations on use of the information as set forth in this letter.

CSX requests that you acknowledge the confidentiality restrictions set forth in this letter by signing the space provided below and promptly returning a copy via fax to 904-245-2867 or email to Romano\_DeSimone@CSX.com by July 10, 2014. Please note CSX will not provide any updates regarding the transportation of Bakken crude oil unit trains through your State or Commonwealth until we have received a fully executed copy of this letter agreement.

Accepted and agreed by:

PENNSYLVANIA STATE EMERGENCY RESPONSE COMMISSION

By: \_\_\_\_\_

Name: \_\_\_\_\_

Title: \_\_\_\_\_

Date: \_\_\_\_\_



**EXHIBIT 2**

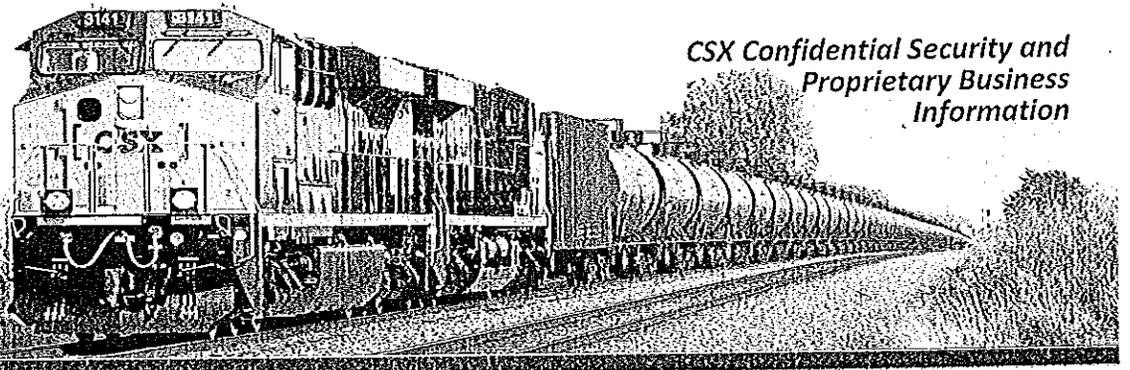
## Bakken Crude Oil Transport in Pennsylvania by County

In Pennsylvania, CSX transports crude oil in 12 counties. The estimated weekly average numbers listed below represent those trains that are transporting 1,000,000 gallons or more of Bakken crude.

County	Route Name (Subdivision)	Estimated Number of Trains Weekly Average	Miles of Track
Allegheny	P & W	1 - 5	0.84
	Pittsburgh	1 - 5	65.74
Beaver	Pittsburgh	1 - 5	36.13
Bedford	Keystone	1 - 5	21.63
Bucks	Trenton	15 - 30	16.70
Delaware	Philadelphia	15 - 30	18.89
Delaware	South Jersey CSAO <sup>1</sup>	1 - 5	4.5
Erie	Erie West	20 - 35	87.74
Fayette	Keystone	1 - 5	35.97
	Pittsburgh	1 - 5	41.94
Lawrence	New Castle	1 - 5	26.33
	Pittsburgh	1 - 5	10.78
Montgomery	Trenton	15 - 30	1.12
Philadelphia	Philadelphia	15 - 30	7.26
	South Jersey CSAO <sup>1</sup>	1 - 5	5.5
	Trenton	15 - 30	18.22
Somerset	Keystone	1 - 5	92.97
Westmoreland	Pittsburgh	1 - 5	35.19

<sup>1</sup>While the identified weekly Bakken crude oil unit train projections are the reporting responsibility of CSX, the delivery of trains in the South Jersey CSAO located in Philadelphia and Delaware Counties is handled by Conrail in its role as a terminal and switching agent railroad for CSX.

**Warning:** This record contains confidential security and proprietary business information of CSX. In accordance with the U.S. Department of Transportation guidelines, use and disclosure of this record is restricted to only state and local emergency management agencies or emergency response officials that have a legitimate "need to know" the information for purposes of emergency response planning. (See DOT Frequently Asked Questions on DOT's May 7, 2014 Emergency Order Regarding Notification to Communities of Bakken Crude Oil Shipments published on FRA's website on May 23, 2014). Public disclosure of this record is strictly prohibited without the express prior written permission of CSX Transportation.



## Bakken Crude Oil Transport in Allegheny County, PA

The estimated weekly average numbers listed below represent those trains that are transporting 1,000,000 gallons or more of Bakken crude.

County	Route Name (Subdivision)	Estimated Number of Trains: Weekly Average	Miles of Track
Allegheny	P & W	1 - 5	0.84
	Pittsburgh	1 - 5	65.74

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## Bakken Crude Oil Transport in Bedford County, PA

The estimated weekly average numbers listed below represent those trains that are transporting 1,000,000 gallons or more of Bakken crude.

County	Route Name (Subdivision)	Estimated Number of Trains: Weekly Average	Miles of Track
Bedford	Keystone	1 - 5	21.63

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## Bakken Crude Oil Transport in Erie County, PA

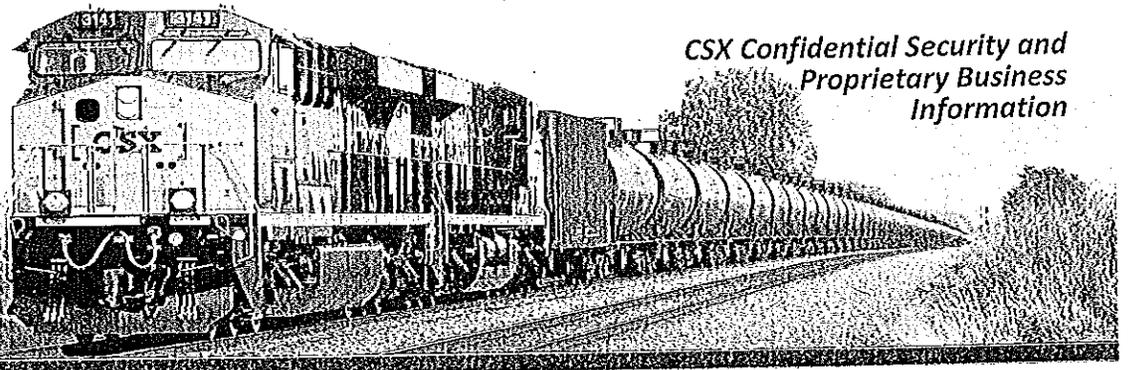
The estimated weekly average numbers listed below represent those trains that are transporting 1,000,000 gallons or more of Bakken crude.

County	Route Name (Subdivision)	Estimated Number of Trains: Weekly Average	Miles of Track
Erie	Erie West	20 – 35	87.74

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## Bakken Crude Oil Transport in Montgomery County, PA

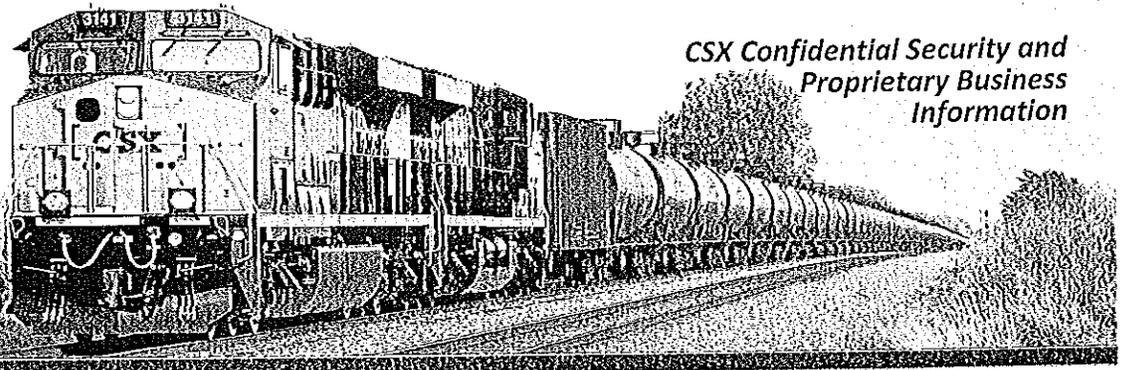
The estimated weekly average numbers listed below represent those trains that are transporting 1,000,000 gallons or more of Bakken crude.

County	Route Name (Subdivision)	Estimated Number of Trains: Weekly Average	Miles of Track
Montgomery	Trenton	15 - 30	1.12

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## Bakken Crude Oil Transport in Lawrence County, PA

The estimated weekly average numbers listed below represent those trains that are transporting 1,000,000 gallons or more of Bakken crude.

County	Route Name (Subdivision)	Estimated Number of Trains: Weekly Average	Miles of Track
Lawrence	New Castle	1 - 5	26.33
	Pittsburgh	1 - 5	10.78

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## Bakken Crude Oil Transport in Bucks County, PA

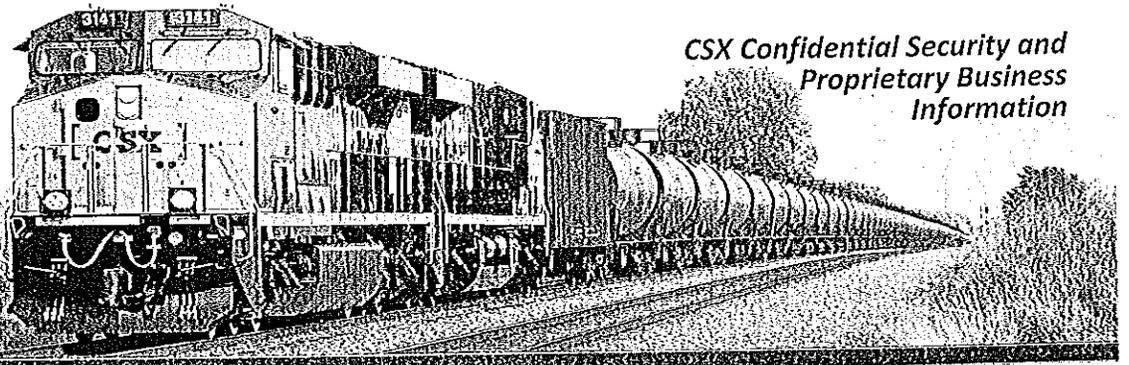
The estimated weekly average numbers listed below represent those trains that are transporting 1,000,000 gallons or more of Bakken crude.

County	Route Name (Subdivision)	Estimated Number of Trains: Weekly Average	Miles of Track
Bucks	Trenton	15 – 30	16.70

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## Bakken Crude Oil Transport in Westmoreland County, PA

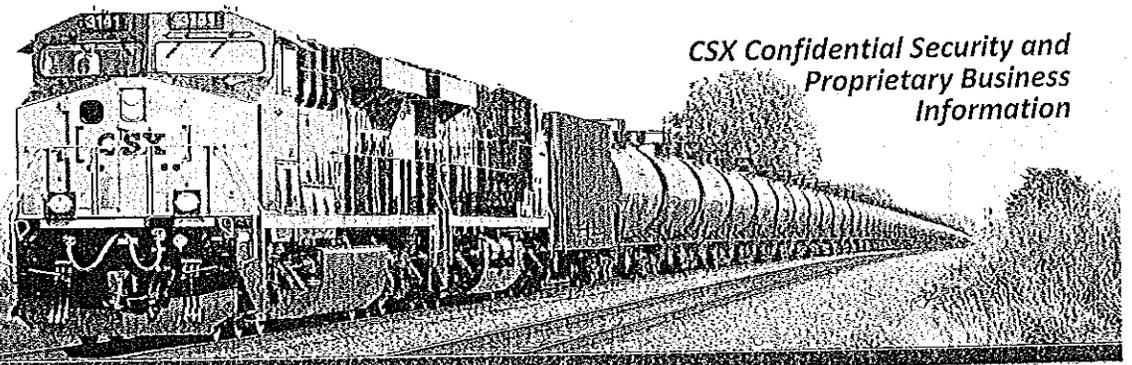
The estimated weekly average numbers listed below represent those trains that are transporting 1,000,000 gallons or more of Bakken crude.

County	Route Name (Subdivision)	Estimated Number of Trains Weekly Average	Miles of Track
Westmoreland	Pittsburgh	1 - 5	35.19

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## Bakken Crude Oil Transport in Philadelphia County, PA

The estimated weekly average numbers listed below represent those trains that are transporting 1,000,000 gallons or more of Bakken crude.

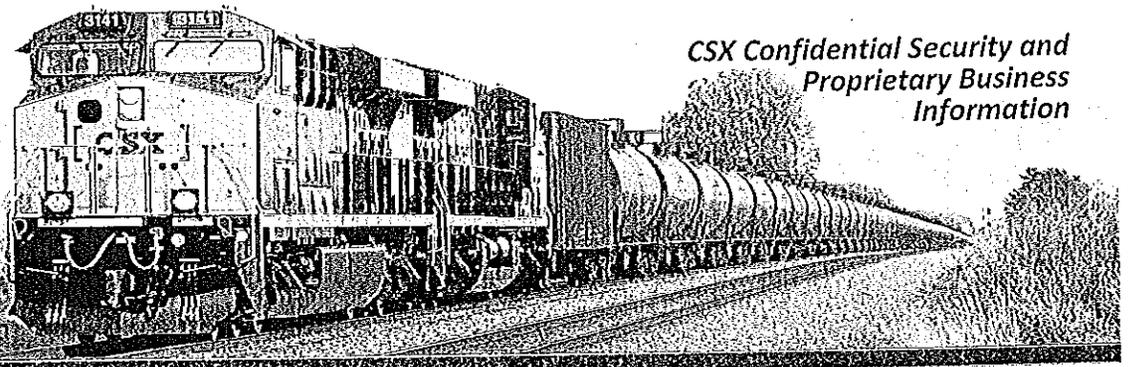
County	Route Name (Subdivision)	Estimated Number of Trains: Weekly Average	Miles of Track
Philadelphia	Philadelphia	15 – 30	7.26
	South Jersey CSAO <sup>1</sup>	1 – 5	5.50
	Trenton	15 – 30	18.22

<sup>1</sup> While the identified weekly Bakken crude oil unit train projections are the reporting responsibility of CSX, the delivery of trains in the South Jersey CSAO located in Philadelphia County is handled by Conrail in its role as a terminal and switching agent railroad for CSX.

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## Bakken Crude Oil Transport in Somerset County, PA

The estimated weekly average numbers listed below represent those trains that are transporting 1,000,000 gallons or more of Bakken crude.

County	Route Name (Subdivision)	Estimated Number of Trains: Weekly Average	Miles of Track
Somerset	Keystone	1 - 5	92.97

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## Bakken Crude Oil Transport in Beaver County, PA

The estimated weekly average numbers listed below represent those trains that are transporting 1,000,000 gallons or more of Bakken crude.

County	Route Name (Subdivision)	Estimated Number of Trains: Weekly Average	Miles of Track
Beaver	Pittsburgh	1 - 5	36.13

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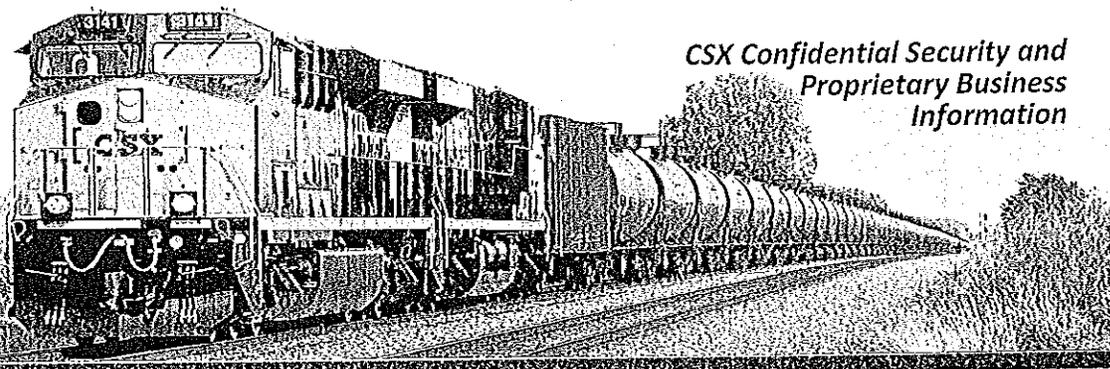


## Bakken Crude Oil Transport in Fayette County, PA

The estimated weekly average numbers listed below represent those trains that are transporting 1,000,000 gallons or more of Bakken crude.

County	Route Name (Subdivision)	Estimated Number of Trains Weekly Average	Miles of Track
Fayette	Keystone	1 - 5	35.97
	Pittsburgh	1 - 5	41.94

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## Bakken Crude Oil Transport in Delaware County, PA

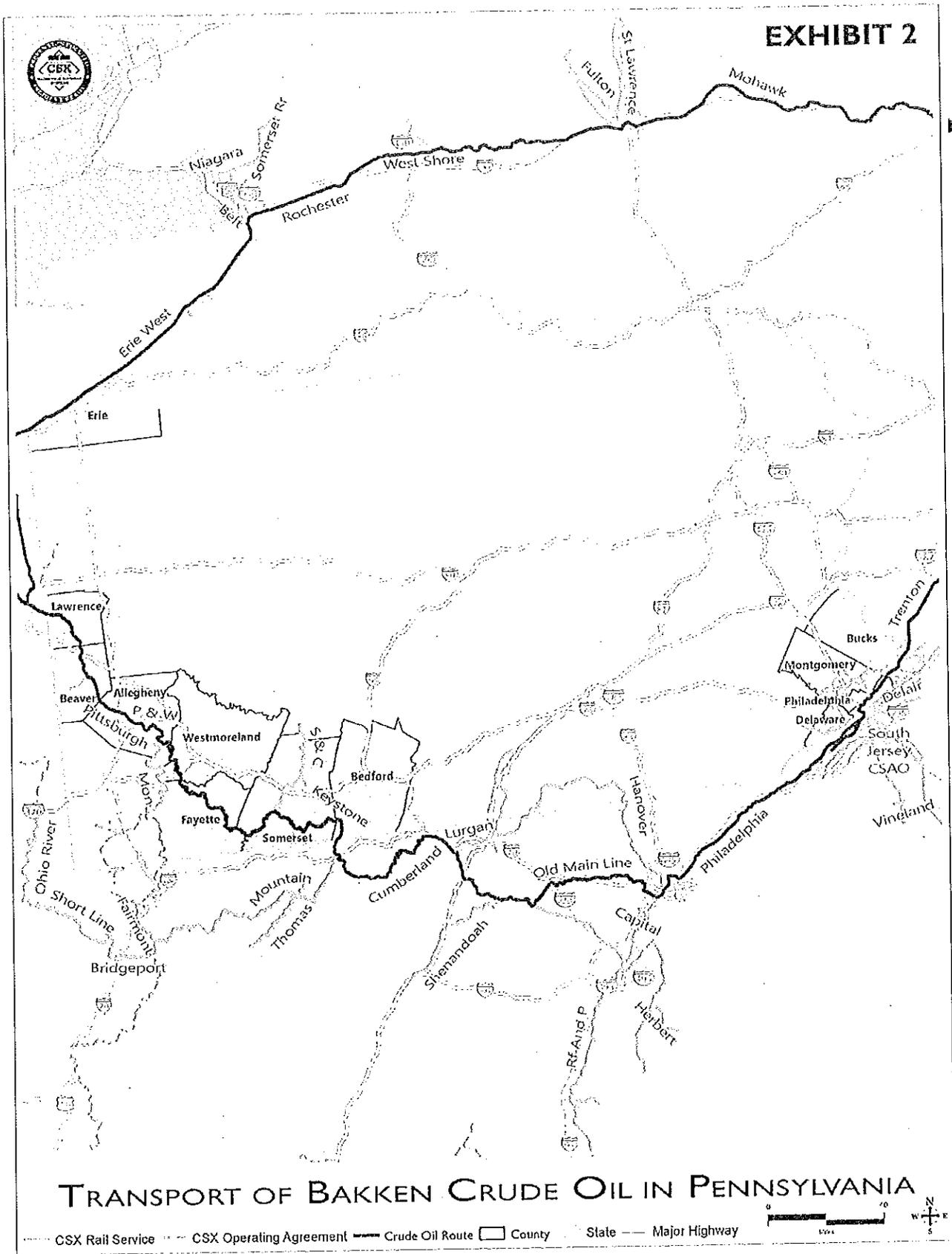
The estimated weekly average numbers listed below represent those trains that are transporting 1,000,000 gallons or more of Bakken crude.

County	Route Name (Subdivision)	Estimated Number of Trains: Weekly Average	Miles of Track
Delaware	Philadelphia	15 – 30	18.89
	South Jersey CSAO <sup>1</sup>	1 – 5	4.50

<sup>1</sup> While the identified weekly Bakken crude oil unit train projections are the reporting responsibility of CSX, the delivery of trains in the South Jersey CSAO located in Delaware County is handled by Conrail in its role as a terminal and switching agent railroad for CSX.

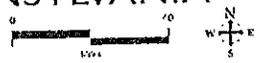
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EXHIBIT 2



TRANSPORT OF BAKKEN CRUDE OIL IN PENNSYLVANIA

--- CSX Rail Service    - - - CSX Operating Agreement    — Crude Oil Route    □ County    ··· State    — Major Highway

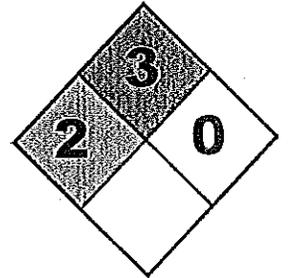




**EXHIBIT 3**

## Petroleum Crude Oil

UN #: 1267  
DOT Hazard Class: 3  
Packing Group(s): I, II, III\*  
Emergency Response Guidebook 128\*\*



### CSX Transportation Point of Contact

**Mr. Romano De Simone**  
Director Hazardous Materials



500 Water Street, J -275  
Jacksonville, FL 32202



904-366-5815



Romano\_Desimone@csx.com

To report a CSX railroad emergency, call  
CSX's Public Safety Coordination Center  
(PSCC) immediately at 800-232-0144.

*\*Source: 2014 United States Department of Transportation Emergency Order DOT-OST-2014-0025, dated March 6, 2014. Petroleum Crude Oil in bulk quantities can only be shipped under Packing Group (PG) I or II hazardous material only.*

*\*\*Source: 2014 Emergency Response Guidebook. Published by U.S. Department of Transportation, Pipeline and Hazardous Materials Safety Administration; Transport Canada; Secretariat of Transport and Communications.*



**EXHIBIT 4**

## **Hazardous Special Handling Instructions\***

### **Emergency Handling Precautions – Hazardous Commodity – Class 3 (Flammable Liquid)**

Petroleum Crude Oil is a dark, viscous liquid. It has a flash point of less than 141° Fahrenheit. It is lighter than water and insoluble in water. Its vapors are heavier than air.

**If Material Is On Fire Or Involved In Fire:** Do not extinguish fire unless flow can be stopped. Use water in flooding quantities as fog. Solid streams of water may spread fire. Cool all affected containers with flooding quantities of water. Apply water from as far a distance as possible. Use foam, dry chemical, or carbon dioxide.

**If Material Is NOT On Fire Or Involved In Fire:** Keep sparks, flames, and other sources of ignition away. Keep material out of water sources and sewers. Build dikes to contain flow as necessary. Attempt to stop leak if it can be done without undue personnel hazard. Use water spray to knock down vapors.

**Personnel Protection:** Avoid breathing vapors. Keep upwind. Wear appropriate chemical protective gloves, boots, and goggles. Do not handle broken packages unless wearing appropriate personal protective equipment. Wash away any material which may have contacted the body with copious amounts of water or soap and water.

**Environmental Considerations – Land Spill:** Dig a pit, pond, lagoon, or holding area to contain liquid or solid material. Dike surface flow using soil, sand bags, foamed polyurethane, or foamed concrete. Absorb bulk liquid with fly ash, cement powder, or commercial sorbents.

**Environmental Considerations – Water Spill:** Use natural barriers or oil spill control booms to limit spill travel. Remove trapped material with suction hoses.

**Environmental Considerations – Air Spill:** Apply water spray or mist to knock down vapors.

**First Aid Responses:** Move victim to fresh air; call emergency medical care. If not breathing, give artificial respiration. If breathing is difficult, give oxygen. In case of contact with material, immediately flush skin or eyes with running water for at least 20 minutes. Remove and isolate contaminated clothing and shoes at the site.

\* Source: *Emergency Handling of Hazardous Materials in Surface Transportation*, published by Bureau of Explosives, Association of American Railroads, 1987.



**EXHIBIT 5**

# Petroleum Crude Oil

Emergency Response Guidebook 128\*: Flammable Liquid – Non-Polar/Water-Immiscible

## POTENTIAL HAZARDS

### FIRE OR EXPLOSION

- **HIGHLY FLAMMABLE:** Will be easily ignited by heat, sparks or flames.
- Vapors may form explosive mixtures with air.
- Vapors may travel to source of ignition and flash back.
- Most vapors are heavier than air. They will spread along ground and collect in low or confined areas (sewers, basements, tanks).
- Vapor explosion hazard indoors, outdoors, or in sewers.
- Those substances designated with a (P) may polymerize explosively when heated or involved in a fire.
- Runoff to sewer may create fire or explosion hazard.
- Containers may explode when heated.
- Many liquids are lighter than water.
- Substance may be transported hot.
- For UN3166, if Lithium ion batteries are involved, also consult GUIDE 147.
- **If molten aluminum is involved, refer to GUIDE 169.**

### HEALTH

- Inhalation or contact with material may irritate or burn skin and eyes.
- Fire may produce irritating, corrosive, and/or toxic gases.
- Vapors may cause dizziness or suffocation.
- Runoff from fire control or dilution water may cause pollution.

## PUBLIC SAFETY

- **CALL EMERGENCY RESPONSE Telephone Number on Shipping Paper first. If Shipping Paper not available or no answer, refer to appropriate telephone number listed on the inside back cover.**
- As an immediate precautionary measure, isolate spill or leak area for at least 50 meters (150 feet) in all directions.
- Keep unauthorized personnel away.
- Stay upwind.
- Keep out of low areas.
- **Ventilate closed spaces before entering.**

### PROTECTIVE CLOTHING

- Wear positive pressure self-contained breathing apparatus (SCBA).
- Structural firefighters' protective clothing will only provide limited protection.

### EVACUATION

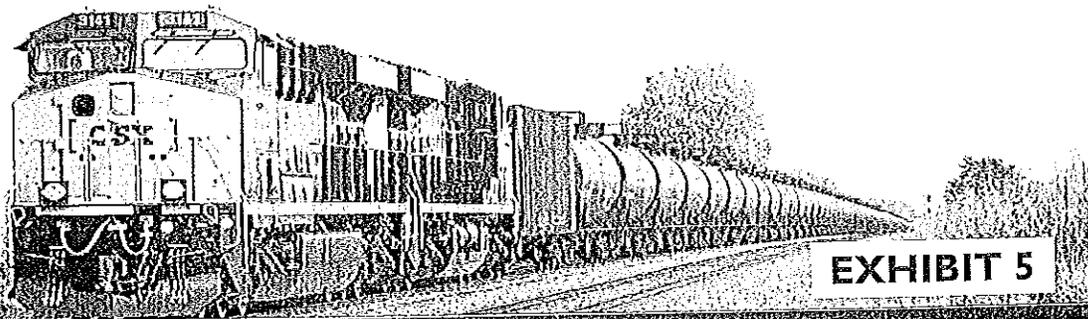
#### Large Spill

- Consider initial downwind evacuation for at least 300 meters (1000 feet).

#### Fire

- If tank, rail car, or tank truck is involved in a fire, ISOLATE for 800 meters (1/2 mile) in all directions; also, consider initial evacuation for 800 meters (1/2 mile) in all directions.

\*Source: 2012 Emergency Response Guidebook Published by U.S. Department of Transportation, Pipeline and Hazardous Materials Safety Administration; Transport Canada; Secretariat of Transport and Communications.



**EXHIBIT 5**

## **Petroleum Crude Oil (continued)**

**Emergency Response Guidebook 128 : Flammable Liquid – Non-Polar/Water-Immiscible**

### **EMERGENCY RESPONSE**

#### **FIRE**

**CAUTION:** All these products have a very low flash point: Use of water spray when fighting fire may be inefficient.

**CAUTION:** For mixtures containing alcohol or polar solvent, alcohol-resistant foam may be more effective.

#### **Small Fire**

- Dry chemical, CO<sub>2</sub>, water spray, or regular foam.

#### **Large Fire**

- Water spray, fog, or regular foam.
- Do not use straight streams.
- Move containers from fire area if you can do it without risk.

#### **Fire Involving Tanks and/or Car/Trailer Loads**

- Fight fire from maximum distance or use unmanned hose holders or monitor nozzles.
- Cool containers with flooding quantities of water until well after fire is out.
- Withdraw immediately in case of rising sound from venting safety devices or discoloration of tank.
- ALWAYS stay away from tanks engulfed in fire.
- For massive fire, use unmanned hose holders or monitor nozzles; if this is impossible, withdraw from area and let fire burn.

#### **SPILL OR LEAK**

- ELIMINATE all ignition sources (no smoking, flares, sparks, or flames in immediate area).
- All equipment used when handling the product must be grounded.
- Do not touch or walk through spilled material.
- Stop leak if you can do it without risk.
- Prevent entry into waterways, sewers, basements, or confined areas.
- A vapor-suppressing foam may be used to reduce vapors.
- Absorb or cover with dry earth, sand, or other non-combustible material and transfer to containers.
- Use clean non-sparking tools to collect absorbed material.

#### **Large Spill**

- Dike far ahead of liquid spill for later disposal.
- Water spray may reduce vapor; but may not prevent ignition in closed space.

#### **FIRST AID**

- Move victim to fresh air.
- Call 911 or emergency medical service.
- Give artificial respiration if victim is not breathing.
- Administer oxygen if breathing is difficult.
- Remove and isolate contaminated clothing and shoes.
- In case of contact with substance, immediately flush skin or eyes with running water for at least 20 minutes.
- Wash skin with soap and water.
- In case of burns, immediately cool affected skin for as long as possible with cold water.
- Do not remove clothing if adhering to skin.
- Keep victim warm and quiet.
- Ensure that medical personnel are aware of the material(s) involved and take precautions to protect themselves.



EXHIBIT 6

## Crude Oil Emergency Action Guide\*

### Petroleum Crude Oil : Class 3 (Flammable Liquid) or Combustible Liquid

#### GENERAL INFORMATION

Petroleum crude oil is a flammable, variably light to dark colored liquid hydrocarbon with properties between gasoline and kerosene. It is used as a raw material for making fuels and various chemicals. Barely soluble in water and slightly lighter, petroleum crude oil will form a floating surface slick. Flammability of this product can vary widely having a flash point range from -45 to 392°F. The liquid may evaporate easily even at low temperatures. The vapors of the more volatile, and therefore more flammable crude oil, are heavier than air, may accumulate and persist in low areas, and may travel some distance to a source of ignition and flash back. Similarly, accumulations of vapor in confined spaces such as buildings or sewers may explode if ignited and there is some potential that containers of liquid may rupture violently if exposed to fire or excessive heat for sufficient time duration. Typical crude oil weigh approximately 6.3-8.3 pounds per gallon.

Petroleum crude oil will not react with water or other common materials and is stable in normal transportation. It is incompatible with strong oxidizers, and may attack some forms of plastics, rubber, and coatings. Toxicity by potential routes of exposure is generally considered low to moderate. The more volatile mixtures may be present in air in high concentrations creating an inhalation hazard. There is also the possibility that the crude oil may contain some fraction of toxic benzene or hydrogen sulfide (see separate guides). Products of combustion may include toxic constituents.

#### CHEMICAL/PHYSICAL DATA

*Solubility in Water:* Practically insoluble, below 0.1%

*Solubility in Other Chemicals:* Soluble in various hydrocarbon liquids.

*Specific Gravity (Liquid):* Varies, 0.75 - 0.99

*Vapor Density:* 3.4 (approximately)

*Boiling Point:* Varies, 1000+°F (538+°C).

*Melting Point:* Unavailable

*Freezing Point:* Unavailable

*Molecular Weight:* Complex mixture, approximately 99

*Heat of Combustion:* 10,290 - 10,460 cal/g (Petroleum distillates)

*Evaporation Rate (butyl acetate=1):* 10 (approximately)

*Vapor Pressure:* Varies widely with composition, 40 mmHg for petroleum distillates.

*Flash Point:* Varies widely -45 to 392°F (-43 to 200°C)

*Autoignition Temperature:* 450 - 500°F (232 - 260°C)

*Burning Rate:* 4 mm/minute

*Flammable Limits:* 0.4% (LEL) - 15% (UEL)

*Stability:* Stable

*Polymerization Potential:* Will not occur.

*Corrosiveness:* Relatively noncorrosive but may attack some forms of plastics, rubber, and coatings.

*Reactivity with Water:* No reaction

*Reactivity and Incompatibility:* Reacts with strong oxidizing materials. Avoid chlorine, fluorine.

#### IDENTIFICATION

*Shipping Name(s):* Petroleum crude oil (USDOT & IMO).

*Synonyms and Tradenames:* Crude oil ; Mineral oil; Rock oil; Coal oil; Petroleum.

*CAS Registry No.:* 8002-05-9

*Chemical Formula:* C<sub>6</sub>-C<sub>13</sub> hydrocarbon mixture. Crude oil is a naturally occurring complex mixture of hydrocarbons whose exact composition and physical properties can vary widely depending upon its source.

*Constituent Components (% each):* Complex mixture of petroleum hydrocarbons; may contain 0-10% benzene.

*UN/NA Designation:* UN1267

*IMO Designation:* 3.1, 3.2 or 3.3, Flammable liquids

*NFPA 704 Hazard Rating:* 2(Health): 3(Flammability): 0(Reactivity)

*Physical Form as Shipped:* Liquid

*Physical Form as Released:* Liquid

*Color of the Shipped Material:* Dark yellow to brown or greenish-black, oily liquid.

*Odor Characteristics:* Like gasoline and kerosene

*Reportable Quantity:* See appendix I.

*Common Uses:* Raw material for making fuels and various chemicals.

\*Source: Emergency Action Guides, published by Bureau of Explosives, Association of American Railroads, 2003



EXHIBIT 6

## Crude Oil Emergency Action Guide (continued)

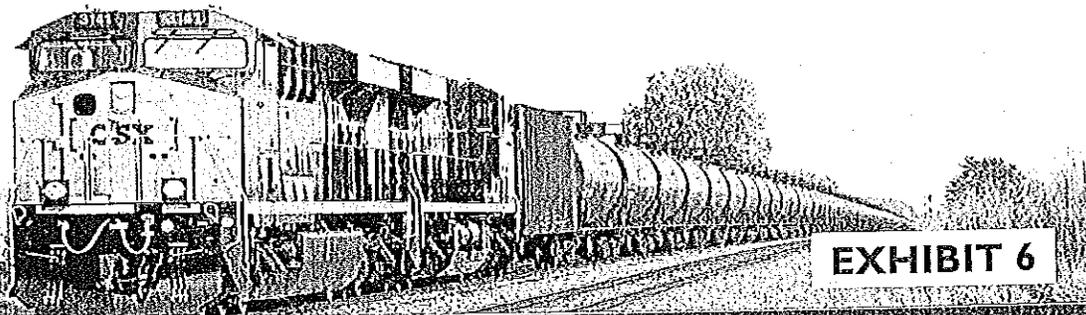
 or 	<b>PETROLEUM CRUDE OIL</b> <b>Class 3 (Flammable Liquid) or</b> <b>Combustible Liquid</b>	 or 
<p><b>POTENTIAL HAZARDS</b></p> <p><b>GENERAL HAZARDS</b></p> <p><i>Threshold Odor Concentration:</i> Varies</p> <p><i>Unusual Hazards:</i> Properties uncertain. Vapors of some crude oil may be heavier than air and may travel to a source of ignition. Some may include significant amounts of benzene (see separate guide).</p> <p><i>Short Term Exposure Limit (STEL):</i> Unavailable</p> <p><i>Time Weighted Average (TLV-TWA):</i> 86 ppm (350 mg/m<sup>3</sup>) (Petroleum distillates).</p> <p><i>Ceiling (C) Limit:</i> 444 ppm (1800 mg/m<sup>3</sup>) (Petroleum distillates).</p> <p><i>IDLH:</i> 1100 ppm or 10% LEL (Petroleum distillates).</p> <p><i>Conditions to Avoid:</i> Heat, fire, or sparks; contact with incompatible materials; runoff to sewers or water bodies; inhalation, ingestion, or direct physical contact.</p> <p><b>HEALTH HAZARDS</b></p> <p><i>Public Health Hazards:</i> Major hazard is from inhalation of high vapor concentrations in air. Ingestion and direct contact are also to be avoided. (Note: Any benzene in the product increases both acute and chronic health risks.)</p> <p><i>Hazards of Skin or Eye Contact:</i> Repeated or prolonged contact with liquid petroleum crude oil may cause drying, cracking, and inflammation of the skin due to the defatting action of the product. Contact with the eyes may result in irritation and possibly temporary corneal injury.</p> <p><i>Hazards of Inhalation:</i> Vapors of petroleum crude oil may be irritating to the eyes and the upper respiratory tract. High concentrations in air may result in narcosis and central nervous system depression with symptoms including inebriation, headache, nausea, dizziness, drowsiness, unconsciousness, convulsions, and possibly death. Some symptoms may be evident after 1 hour at 4000-7000 ppm in air. Acute overexposure may also result in persistent anorexia and nervousness on occasion.</p> <p><i>Hazards of Ingestion:</i> Ingestion may cause a burning sensation, vomiting, diarrhea, drowsiness, and symptoms listed above. Aspiration into the lungs during vomiting may result in pulmonary edema with possibly severe consequences.</p> <p><b>FIRE HAZARDS</b></p> <p><i>Lower Flammable Limit:</i> 0.4%</p> <p><i>Upper Flammable Limit:</i> 15%</p> <p><i>Behavior in Fire:</i> Flammable liquid. Liquid will burn but may be difficult to ignite depending on constituents. Flammable liquids may generate large quantities of flammable vapor upon release. Vapors of flammable liquids are heavier than air, may accumulate and persist in low areas, and may travel to a source of ignition and flash back. There is some potential that containers may rupture violently in fire.</p> <p><i>Hazardous Decomposition Products:</i> Not well-defined, may include toxic constituents such as carbon monoxide, carbon dioxide, oxides of sulfur and reactive hydrocarbons.</p> <p><b>EXPLOSION HAZARDS</b></p> <p><i>Explosive Potential:</i> Explosion may result if vapors are ignited in a confined area. There is some potential that containers may rupture violently in fire. Product is sensitive to static discharge and is an extreme fire hazard. Vapors can burn with explosive violence.</p>		



EXHIBIT 6

## Crude Oil Emergency Action Guide (continued)

<b>1267</b>	<b>PETROLEUM CRUDE OIL</b> Class 3 (Flammable Liquid) or Combustible Liquid	
<p><b>PERSONAL PROTECTIVE CLOTHING AND EQUIPEMENT</b></p> <p><i>Protective Clothing Required:</i> Equipment should prevent repeated or prolonged skin contact and any reasonable probability of eye contact with the spilled product. This may include rubber boots, gloves, face shields, splash-proof safety goggles, and other impervious and resistant clothing. Compatible materials may include neoprene, nitrile rubber, chlorinated polyethylene, polyurethane, polyvinyl alcohol, Viton®, and nitrile-butadiene rubber.</p> <p><i>Respiratory Protection:</i> For unknown concentrations, fire fighting, or high concentrations, a self-contained breathing apparatus (SCBA) with full facepiece. For lesser concentrations, an air purifying respirator (APR) with organic vapor cartridge with a full facepiece within the use limitations of these devices.</p>		
<p><b>FIRST AID</b></p> <p><i>Nonspecific Symptoms:</i> Irritation of the eyes, skin, or respiratory tract; other symptoms of exposure.</p> <p><i>First Aid for Inhalation:</i> Remove victim to fresh air and keep warm and at rest. If breathing becomes difficult or if breathing has stopped, administer artificial respiration. Get medical attention immediately. (Caution: Administration of mouth-to-mouth resuscitation may expose the first aid provider to chemical within the victim's lungs or vomit.)</p> <p><i>First Aid for Skin Contact:</i> In case of eye contact, immediately flush eyes with plenty of water for at least 15 minutes, while holding eyelids apart in order to rinse entire surface of eye and lids with water. Provide supportive care and seek immediate medical assistance by a physician from the nearest medical treatment facility.</p> <p><i>First Aid for Eye Contact:</i> Remove all contaminated clothing. Wash affected body areas with large amounts of water. Decontaminate the patient thoroughly before transporting to a medical treatment facility to prevent the potential for secondary contamination.</p> <p><i>First Aid for Ingestion:</i> Do not induce vomiting. Keep victim warm and at rest. Get medical attention immediately.</p> <p><i>Note to Physician:</i> Hydrocarbons may sensitize the heart to epinephrine and other circulating catecholamines so that arrhythmias may occur. Careful consideration of this potential adverse effect should precede administration of epinephrine or other cardiac stimulants and the selection of bronchodilators.</p>		
<p><b>FIRE RESPONSE</b></p> <p><i>Extinguishing Agents:</i> Carbon dioxide, dry chemical, foam, or water spray. Water may be ineffective and there is some possibility that foam or water may cause some frothing.</p> <p><i>Extinguishing Techniques:</i> Stay upwind. Wear breathing apparatus and appropriate protective clothing. Move container from fire area if no risk. Do not extinguish burning cargo unless flow can be stopped safely. Be alert to container rupture potential. Stay away from ends of tank involved in fire but realize that shrapnel may travel in any direction. Use water from side and from safe distance to keep fire exposed containers cool. For massive fire in cargo area, use unmanned hose holder or monitor nozzles. Withdraw immediately in case of rising sound from venting safety device or discoloration of tank.</p> <p><i>Note:</i> Crude oil fires may produce a highly dangerous phenomenon known as a BOIL-OVER, whereby light hydrocarbons burn off at the surface of the fire and heavy superheated hydrocarbons sink to the bottom and come in contact with water bottoms. The super heated product converts the water to steam and forces burning crude oil out of the tank. Burning crude oil which has accumulated in tanks or diked areas are susceptible to boilovers. Seek expert advice on how to fight a crude oil fire.</p>		
<p><b>SPILL RESPONSES</b></p> <p><i>General Information:</i> Proceed with caution. Restrict access to area. Keep unprotected personnel upwind of spill area. Eliminate ignition sources. Prevent liquid from entering sewers and confined spaces. Protect sewers and waterways from contaminated runoff. Notify proper authorities, downstream sewer and water treatment operations, and other downstream users of potentially contaminated water. Note that intake of petroleum crude oil may result in rupture or explosion of boilers or industrial process equipment. Use intrinsically safe equipment where necessary. Choose equipment, where possible, that is not corroded or otherwise damaged by the spilled product. Take the specific flammability hazard and possible volatility of the spilled product into account while planning the response.</p>		



**EXHIBIT 6**

## Crude Oil Emergency Action Guide (*continued*)

### PETROLEUM CRUDE OIL

#### Class 3 (Flammable Liquid) or Combustible Liquid

##### AIR RELEASE

###### TECHNIQUE

**MONITOR THE SITUATION . . .** The product may not produce large amounts of hazardous airborne contaminants in many outdoor spill situations. It may be advisable in some cases to simply monitor the situation until the spilled product is removed by product and container specialists.

###### CONSEQUENCE

Hazardous levels of product in air may be found in the local spill area and immediately downwind.

###### MITIGATION

Remove the spilled product as soon as possible. Restrict access to the local spill area and areas immediately downwind by unprotected personnel.

###### TECHNIQUE

**WATER FOG OR SPRAY . . .** Water fog or spray applied to petroleum crude oil vapors or fumes may accelerate their dispersal in the atmosphere. (Note: There is some possibility that water may cause frothing.)

###### CONSEQUENCE

Increases in spill surface area and atmospheric conditions may increase the rate of vapor generation. In enclosed areas, runoff may add to spill volume and overflow impoundments. Water runoff may contain a small amount (if any) of petroleum crude oil from contact with airborne vapors or fumes.

###### MITIGATION

Contain contaminated water and remove or treat as soon as possible to prevent spread of contamination. Be alert to conditions such as fire hose runoff or rainwater that may add to spill volume and overflow impoundments.

###### TECHNIQUE

**FOAM . . .** Firefighting foam applied to the surface of liquid pools may slow the release of petroleum crude oil vapors into the atmosphere. (Note: There is some possibility that foam may cause frothing.)

###### CONSEQUENCE

The effects of the foam may be short term. As the foam breaks down, release of vapors will increase. Products of foam breakdown will add to the volume of spilled material.

###### MITIGATION

Continue foam applications until spilled product is removed. Contain foam runoff and treat as hazardous waste.

##### LAND SPILL

###### TECHNIQUE

**CONFINEMENT DIKES . . .** Petroleum crude oil may be confined by building dikes using soil, sand or other materials.

###### CONSEQUENCE

Confined petroleum crude oil may percolate into soil or seep through dike material. This may result in loss of confined product and spread of contamination.

###### MITIGATION

Remove or neutralize contained product as soon as possible to prevent spread of contamination. Be alert to conditions such as fire hose runoff or rainwater that may overflow impoundments. Where possible, line collection area with compatible impervious materials.

###### TECHNIQUE

**EXCAVATION . . .** Spills of material may be confined by building trenches or ditches.

###### CONSEQUENCE

Material may leach into soil. Deep excavations may increase the potential for groundwater contamination in some areas. This may result in loss of confined product and spread of contamination.

###### MITIGATION

Remove material from contaminated area as quickly as possible to prevent possible contamination beyond the spill area. Water sprays may be used to reduce vapors, except in enclosed areas where runoff may accumulate and overflow impoundments. Be alert to condition such as increasing spill volume with runoff or rain water which may overflow diked areas. If possible, confinement areas should be lined with suitable, impervious material to prevent penetration into soil.



**EXHIBIT 6**

## Crude Oil Emergency Action Guide (continued)

### PETROLEUM CRUDE OIL

#### Class 3 (Flammable Liquid) or Combustible Liquid

##### **TECHNIQUE**

**PUMPING/VACUUM SUCTION** . . . Spilled material confined in diked areas may be recovered using compatible hoses, pumps and vacuum trucks. All product transfer equipment should be properly bonded and grounded.

##### **CONSEQUENCE**

Equipment that is not compatible with the spilled product may become damaged and present a safety hazard for response personnel. Mechanical equipment will become contaminated with removed product.

##### **MITIGATION**

Use equipment constructed of materials compatible with the spilled product. Decontaminate equipment.

##### **TECHNIQUE**

**ABSORPTION** . . . Spreading of spilled product may be controlled by absorbing liquid with sand, earth, clay, fly ash, cement powder, peat moss, saw dust, straw, commercial sorbents, or other compatible substances.

##### **CONSEQUENCE**

Once used, sorbent materials pose the same hazards as the spilled product. Their use adds to the overall volume of contaminated material.

##### **MITIGATION**

Deplete accumulated liquid pools with pumps or vacuum trucks if possible before applying sorbents. Remove contaminated sorbents to safe storage by mechanical means.

##### **TECHNIQUE**

**MECHANICAL REMOVAL** . . . Soil contaminated with spilled material may be removed by shovels, as well as a variety of heavy equipment such as backhoes and loaders.

##### **CONSEQUENCE**

Mechanical equipment used in clean-up operations may become contaminated and present a safety and/or health hazard to response personnel. Any flammable vapors present in the area may be ignited by motorized removal equipment.

##### **MITIGATION**

Use equipment constructed of materials compatible with the spilled product. Decontaminate equipment. Continually monitor for presence of flammable vapors.

#### **WATER SPILL**

##### **TECHNIQUE**

**STOP USE** . . . Notify downstream industrial, municipal and public users to stop water intake or to monitor water for contamination.

##### **CONSEQUENCE**

Alternative water supplies may be needed to be established. Consult environmental specialists for assistance, as needed.

##### **MITIGATION**

Provide alternative water supplies as needed until water supply is declared safe.

##### **TECHNIQUE**

**FLOATING BOOMS/BARRIERS** . . . Oil spill confinement booms of compatible material may be deployed.

Alternatively, mesh or nets may be strung across stream and anchored every 6-8 feet. Straw or peat placed on upstream side of mesh should absorb and retard spreading of spilled product.

##### **CONSEQUENCE**

Leakage may occur under or through barrier if high waves or current present or if not properly deployed. Incompatible materials may be damaged by spilled product. Booms, barrier materials, and deployment equipment may be contaminated. Fire hazards pose risk to response personnel and equipment.

##### **MITIGATION**

Proceed with caution. Stage barriers in series where necessary. Recover spilled product as soon as possible. Decontaminate equipment after use. Dispose of waste materials in proper and safe manner. Use compatible equipment. Eliminate ignition sources.



**EXHIBIT 6**

## Crude Oil Emergency Action Guide (continued)

### PETROLEUM CRUDE OIL

#### Class 3 (Flammable Liquid) or Combustible Liquid

##### **TECHNIQUE**

**WATER UNDER-FLOW DAMS . . .** Streams may be provided with an under-flow dam. This is a dam made of compacted earth, clay, or other material with open tubes or pipes passing through under water. Upstream ends of pipes or tubes should be well below the layer of floating contaminant. Downstream ends should be at a higher elevation but still below the floating layer. Valves may be installed on downstream ends to control water flow.

##### **CONSEQUENCE**

Earthen dams may become saturated with water and seep through or collapse. An insufficient number of under-flow tubes or pipes or additional water may cause overflow.

##### **MITIGATION**

Use sufficient number and capacity of tubes or pipes. Be alert for conditions that may lead to overflow, saturation or dam collapse. Remove spilled product as soon as possible.

##### **TECHNIQUE**

**DIVERSION . . .** Where other means are unavailable, floating slicks may be temporarily herded, diverted, or controlled using water hose streams, small boat propeller wash or chemical surface tension modifiers known as spill herders.

##### **CONSEQUENCE**

Hose streams and propeller washes have limited applicability and effectiveness. The latter may cause undesired mixing of spilled product and water due to extreme agitation. Chemical spill herders should not be used until approval is obtained from authorized environmental officials.

##### **MITIGATION**

Use other means if available.

##### **TECHNIQUE**

**SURFACE SKIMMING . . .** Oil spill skimming devices may be deployed to recover floating petroleum crude oil.

##### **CONSEQUENCE**

Incompatible equipment may be damaged. Equipment may be contaminated and pose hazard to future users. Fire hazard may pose risk to response personnel and equipment.

##### **MITIGATION**

Decontaminate equipment after use. Use compatible equipment. Store recovered product in safe and secure location. Eliminate ignition sources.

##### **TECHNIQUE**

**ABSORPTION . . .** Straw, hay, peat, or commercial sorbent materials compatible with petroleum crude oil may be used to absorb spilled product from the water surface, preferably after the spill has been confined.

##### **CONSEQUENCE**

Once used, sorbent materials pose the same hazards as the spilled product. Their use adds to the overall volume of contaminated material. Deployment and recovery can be difficult. Fire hazards pose risk to response personnel and equipment.

##### **MITIGATION**

Deplete accumulated liquid pools with pumps or vacuum trucks if possible before applying sorbents. Decontaminate equipment after use. Store and dispose of waste materials in proper and safe manner. Use compatible equipment. Eliminate ignition sources.

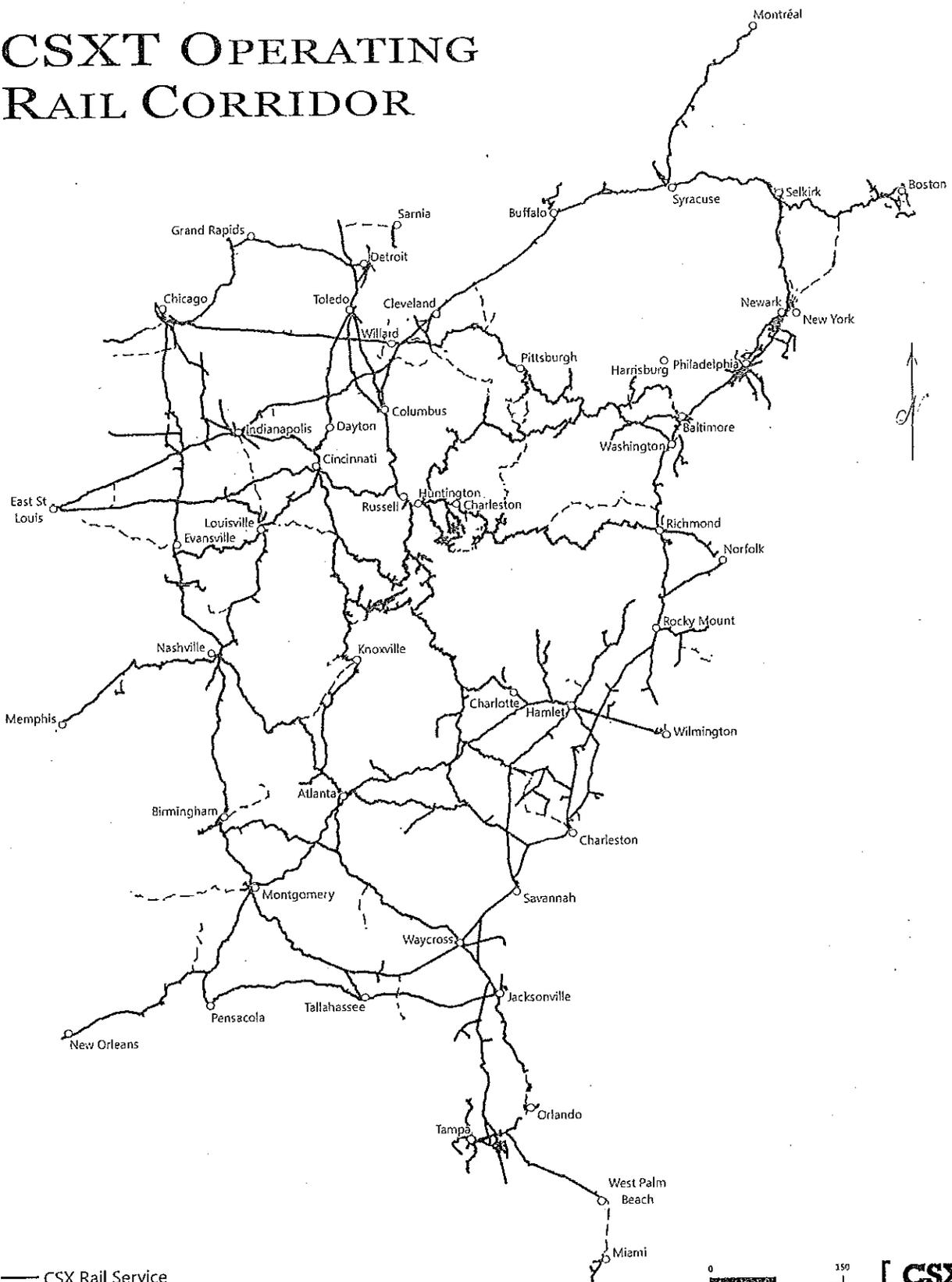
# Community Awareness Emergency Planning Guide



*How tomorrow moves*



# CSXT OPERATING RAIL CORRIDOR



— CSX Rail Service  
 - - - CSX Operating Agreement





# COMMUNITY AWARENESS EMERGENCY PLANNING GUIDE

This planning guide supersedes all editions of the guide previously provided to local, state and provincial planning committees/groups throughout the CSXT rail network.

**Distribution and use of this document is intended for  
public safety or emergency planning agencies and personnel.**

**Any other use is strictly prohibited without the prior  
written consent of CSX Transportation, Inc.**

Revised May 2014

This publication is dedicated  
to emergency response,  
emergency management,  
homeland security,  
and law enforcement professionals.



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Community Awareness and Emergency Planning Guide • 2013 Edition  
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## SECTION 1 - INTRODUCTION

This Community Awareness Emergency Planning Guide (Guide) has been developed by CSX Transportation, Inc. (CSXT), to assist local emergency organizations with their efforts to plan for and respond to incidents involving railroad property or equipment.

The purpose of the Guide is to supplement local emergency plans. It is designed to cover key information needed by planners and responders should an incident involving CSXT occur. Among other things the Guide outlines:

- Important phone numbers and points of contact to initiate CSXT response processes.
- CSXT's emergency response organization and use of the incident command system and unified command under a NIMS system.
- Rail car placarding requirements and sources of additional information on hazardous materials.
- Hazardous materials shipping documents.
- Incident response guidelines.
- CSXT resource management during an incident.
- Population protection.
- Passenger – commuter train incident considerations.
- Bridge and tunnel incident considerations.
- Security planning and preparation.
- Training and exercise opportunities available with CSXT.
- How to request a list of hazardous materials transported through a community.

This information will assist emergency planners in the evaluation of their capability to respond to an incident involving rail transportation. The information also provides emergency responders access to CSXT staff to ensure that necessary local and private resources are engaged.

CSXT is committed to providing transportation services in a manner that will ensure the safety of our employees, our customers and the communities we serve.

## ***Dedication to Safety***

CSX Transportation personnel work hard to improve safety performance throughout the company's 21,000-mile system. Each of its employees is provided with copies of the rules and policies that apply to them. All employees are required to attend training programs and are tested to ensure they understand and comply with company procedures and practices. Nowhere is the need to follow the rules and procedures more evident than in the handling of hazardous materials.

Each year CSX Transportation moves over 350,000 loaded shipments of hazardous materials. Each of these shipments could potentially impact the safety and health of CSXT employees, the general public, and the environment. To minimize the potential for accidents, CSXT has developed some of the most effective programs in the rail industry aimed at moving these materials safely from shipper to destination. The low number of incidents illustrates the CSXT commitment to continually improving our service and safety record. As a result of a team effort by all our employees, CSXT is a leader among all major rail carriers in train accident prevention.

While the results of these efforts have been very successful, accidents do sometimes occur. Emergency responders that may be called to respond to one of these incidents should be aware of the potential hazards that may be present and how to best recognize and avoid them. Common sense should be applied to any response effort and safety must be the key ingredient in any action plan.

## ***Approaching the Scene of the Incident - Safety First***

History has taught us that there is a significant risk to the first on the scene of any hazardous materials incident. The old phrase "Blue Canary" comes from the fact that the first on the scene (often law enforcement) often became a victim of exposure which resulted in the follow-up responders taking the situation much more seriously. Today, with all we have learned from previous incidents and through the use of advanced technologies and training, no one need be placed in harm's way.

NFPA 472, Chapter 5 provides Core Competencies for Operations Response. Section 5.2.1 details how to properly survey a HAZMAT or WMD incident. The key is to treat every incident as "immediately dangerous to life and health (IDLH)." No one should rush into a scene without first surveying the area, getting a list of chemicals involved, and use appropriate advanced technology (e.g., air monitoring equipment, thermal cameras, etc.). We cannot count on human senses (sight, smell, sound) to determine if it is safe for our response personnel to approach the scene. Not all chemicals have good warning properties (strong odor or eye, nose, throat irritation) such as ammonia or chlorine. Chemicals such as carbon dioxide, vinyl chloride and compressed natural gas do not have an odor. If a chemical with poor warning properties is involved in an incident, there could be an IDLH situation present and the responders could be putting themselves in danger by approaching the scene.

The CSX Hazardous Materials group has conducted extensive research into derailment safety, tank car assessment, and spill containment and control. This Community Awareness Emergency Planning Guide provides you with lessons derived from decades of successful operations related to hazardous material derailments. By reviewing this document, along with NFPA 72, you can ensure the safety of your responders. The key is to take the time to assess the situation, make early contact with the CSX Public Safety Coordination Center, and utilize standard operating procedures and advanced technologies to survey the area prior to approaching the scene.

## Who We Are

CSX Corporation is the parent company of several subsidiaries that provide freight transportation services across America. Formed in 1980, and the largest rail network in the eastern United States, CSX Transportation operates a 21,000 mile network across 23 states. CSX Corporation owns CSX Intermodal (CSXI) which is the nation's only stand-alone nationwide integrated intermodal business. CSXI provides transportation services across the United States and into Canada and Mexico.

Although CSX Corporation and its railroad subsidiary, CSX Transportation, were formed by the acquisition of the Chessie System Railway and the Seaboard Coast Line Railroad in 1980, its predecessor railroads have been a part of America's history for over 185 years.

Through hard work, dedication and focus, the people of CSX Corporation and its subsidiaries constantly pull together to consistently and reliably meet customers' needs.

## What We Do

CSX Corporation, through its subsidiaries, is a multimodal freight transportation company serving customers worldwide. Automakers, steel fabricators, food and grain shippers, concrete makers, and many other industries rely on CSX every day.

- **CSX Transportation**, based in Jacksonville, Florida, provides rail transportation over more than 21,000 route miles in 23 states, the District of Columbia, and two Canadian provinces. In addition, it provides services to customers outside its network through its strategic partnerships with shortline and Class I railroads in the United States, Canada, and Mexico.
- **CSX Intermodal**, based in Jacksonville, Florida, provides multimodal transportation of domestic highway trailers and containers, premium parcel business, and international steamship containers.
- **TRANSFLO** provides a network of product transfer and warehousing facilities, helping shippers and receivers to position goods closer to their own customers.

## Trains We Move

Intermodal: Highway trailers and containers on flat cars

Merchandise: Mixed freight with various car types (box car, gondola, hopper, tank car...)

Unit Trains: Single commodity and car type from a single origin to a single destination.

Unit train service is offered to shippers and receivers based on the customers' needs. While the vast majority of unit trains carry non-hazardous commodities such as grain and coal, some carry commodities that the U.S. DOT defines as hazardous materials. These include Petroleum Crude Oil, Ethanol, Anhydrous Ammonia, Molten Sulfur, Ammonium Nitrate (fertilizer) and Environmentally Hazardous Substances.

CSX has developed a Guide specific to Trains; Emergency Response to Unit Train Incidents which is available online at [www.csxhazmat.kor-tx.com](http://www.csxhazmat.kor-tx.com)

## **CSX Transportation Highlights**

### ***Served by CSX Transportation:***

Alabama, Connecticut, Delaware, Florida, Georgia, Illinois, Indiana, Kentucky, Louisiana, Maryland, Massachusetts, Michigan, Mississippi, Missouri, New Jersey, New York, North Carolina, Ohio, Pennsylvania, South Carolina, Tennessee, Virginia, West Virginia, District of Columbia, and Ontario and Montreal, Canada

Route miles operated: 21,000

Average employment: 34,000

Average trains per day: 1,200

Average carloads per day: 20,000

### ***Other Data:***

- Serves every major population and industrial center east of the Mississippi
- Serves more than 70 ocean, river, and lake ports - more than any other railroad
- Has nearly 4,000 locomotives
- Has more than 100,000 freight cars
- More than 25,000 crossings
- Serves more than 165 bulk intermodal distribution terminals and rail-to-truck bulk transload facilities
- Serves over 125 active coal mines, and provides service to 105 coal-fired power plants and cogeneration facilities

## ***Hazardous Materials Safety***

Railroads continue to be the safest surface mode for transporting hazardous materials. For every billion ton-miles of hazardous materials transportation, trucks (which operate over inherently more dangerous public highways) are involved in more than 10 times as many accidents as the railroads. Virtually all of the country's hazardous material shipments are transported in privately owned tank cars — not in railroad-owned equipment.

## Environmental Policy Statement

### CSX ENVIRONMENTAL POLICY

CSX is committed to protecting the environment and the safety and health of the public, customers, and employees in all aspects of the company's operations. We strive to minimize impacts on the environment and the communities in which we operate. We work to maximize the business and its positive impacts by delivering the best service to our customers. The company's decisions and actions are guided by the following principles:

#### Skilled and Committed Workforce

- Conduct operations safely.
- Leverage the CSX Environmental Management System to ensure compliance with environmental laws and regulations, internal policies and best management practices.
- Train and empower employees to fulfill environmental responsibilities. Communicate openly with employees, customers and the public regarding the company's environmental programs.

#### Fuel Efficiency and Supply Chain Engagement

- Improve our environmental footprint by utilizing state-of-the art technology and pollution prevention efforts to reduce energy and fuel consumption and waste minimization through comprehensive recycling and reuse initiatives.
- Assist customers in reducing their transportation-related greenhouse gas emissions by promoting highway to rail conversions and continuously seeking to improve our locomotive fuel efficiency.
- Take environmental stewardship beyond CSX by encouraging suppliers to follow environmentally sustainable practices, engaging in public-private partnerships that promote environmental responsibility and fostering communications with communities and public agencies where we operate.

#### Water Management and Conservation

- Recognize water availability concerns and manage our water consumption by identifying and implementing water reduction, recycling and reuse measures.
- Maintain the quality of our water discharges by applying good operating practices.

#### Recognize and Respond

- Take immediate action to report and respond to situations that could negatively impact the environment, such as unauthorized dumping, releases or other accidents.
- Maintain broad business continuity plans and site-specific operating plans to maximize responsiveness to events that could include those resulting from extreme weather or shifting populations.

#### Explore and Protect

- Explore, test and implement the use of alternative energy sources and energy efficiency opportunities.
- Protect local biodiversity and habitats while managing properties, constructing new facilities and managing remediation projects.
- Continue to improve environmental performance by setting and reviewing targets and goals that protect people and the environment using sound business practices.

*Michael Ward*

**MICHAEL J. WARD**

CSX Corporation  
Chairman, President and  
Chief Executive Officer

*June 14, 2013*

**Date**

## SECTION 2 – EMERGENCY PLANNING INFORMATION

Emergency preparedness activities, programs and response systems are carefully planned and implemented prior to an incident. They support and enhance the response to an incident.

Planning, coordinating, training and conducting exercises are among the activities performed under this phase of emergency management.

CSXT participates in TRANSCaer® (Transportation Community Awareness and Emergency Response), a nationwide community outreach program that helps communities develop and evaluate emergency response plans for hazardous materials transportation incidents.

CSXT encourages local emergency management and response groups to incorporate this Guide into their own plans and take the opportunity to preplan CSXT facilities in their area of responsibility. Local emergency response personnel are encouraged to familiarize themselves with the layout and operation of CSXT properties in their area. CSXT personnel are available to assist in making facilities available for pre-planning and informational tours.

### ***Coordination with CSXT Hazardous Materials Staff***

CSXT has a dedicated, professional staff available to assist local communities in emergency planning and response. Hazardous Materials Field Service Managers travel to the scene of an incident and help coordinate the hazardous materials response activities of the railroad with the local fire chief, local and state agencies, environmental experts and shippers' representatives.

### ***Training and Exercises***

Training and emergency exercises help to facilitate safe and efficient operations during a response. CSXT offers training on railroad incident emergency response for local emergency responders.

In an effort to make this training available to more responders, CSXT has developed a self-study training program for emergency responders titled, "Emergency Response to Railroad Incidents." This program covers basic issues such as responder safety, initial response procedures, locomotives and freight cars, and train paperwork. It is designed for all levels of responders in fire, police, emergency management and emergency medical agencies. Personnel who complete the program and send completed quizzes back to CSXT will receive certificates of completion.

Copies of the DVD, workbook or this Community Awareness Emergency Planning Guide, can be requested (free of charge) by any emergency responder in states in which CSX operates at: <http://csxhazmat.kor-tx.com>

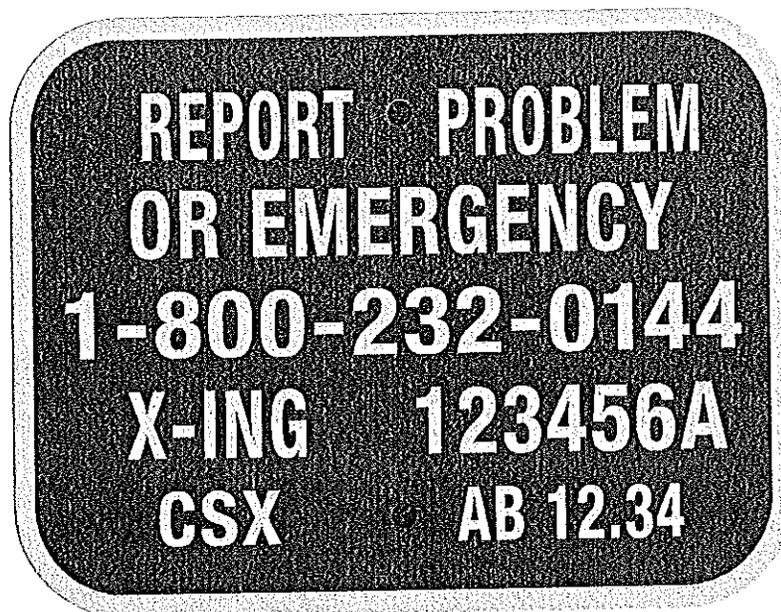
Agencies that desire more in-depth training may contact the CSXT Hazardous Materials Systems group via [www.csx.com](http://www.csx.com) or by writing to the address shown. CSXT hazmat professionals can conduct training classes for hazmat teams up to eight hours in length with hands-on training.

CSXT conducts two levels of emergency preparedness exercises: tabletop exercises and full-scale exercises. Tabletop exercises test notification, communications and information retrieval procedures helping to identify deficiencies in emergency response plans. Full-scale exercises test emergency procedures using props and equipment in the field. CSXT works with Local Emergency Planning Committees (LEPCs) to coordinate participation in exercises. Groups interested in either training programs or emergency exercise assistance can contact the CSXT Hazardous Material Systems Group, 500 Water Street, J-275, Jacksonville, Florida 32202 or visit [www.csx.com](http://www.csx.com).

### ***Location and Identification of CSXT Rail Lines***

It is important for local emergency planners to familiarize themselves with the ownership and location of local rail lines to identify possible access routes for response vehicles.

The best way to identify ownership of rail lines is to communicate with railroad companies before an incident occurs. As part of a highway-rail intersection public safety program, CSXT posts an emergency telephone number (1-800-232-0144) and a unique identification number at each CSXT highway-rail intersection. This program allows the reporting of malfunctioning traffic control devices or other emergencies at or near these intersections, and may also be used by emergency responders to identify CSXT rail lines in the event of a railroad incident.



**CSXT Crossing Marker**

## ***Rail Grade Crossing Identification Database***

As a result of an accident occurring in 2001, in which a passenger train struck a freight train near Syracuse, New York, the National Transportation Safety Board (NTSB) issued a safety recommendation dealing with the emergency response to a train accident. NTSB Recommendation R-01-22 made the following recommendation to the National Emergency Number Association (NENA): "Facilitate the inclusion of railroad milepost markers on all emergency response maps across the country." This recommendation addresses the adequacy of maps used by emergency response personnel for railroad accidents and is designed to improve response time and save lives.

The United States Department of Transportation (DOT), Federal Railroad Administration (FRA), maintains an excellent Internet website containing data that is particularly useful to emergency planners when implementing the NTSB's recommendation. The web site is:

<http://safetydata.fra.dot.gov/officeofsafety/Default.asp>

All national highway-rail crossing inventory files are available. Queries can be made by state, county, city, street name, crossing number, railroad, and railroad milepost, etc. Maps, accident history and accident prediction data are also readily available. Emergency response planners can easily obtain milepost designations by railroad, for every grade crossing, in each county and state. CSXT highly endorses the use of this up-to-date information by emergency planners.

## ***Top 25 Hazardous Materials Transported by Rail***

Information on the types of hazardous materials being transported through a community is useful for local emergency planners in developing an effective and realistic pre-emergency response plan for rail emergencies. The form included at the end of this booklet in Appendix E can be used to request a Hazardous Materials Density Study showing the most recent hazmat traffic flow on CSXT through a community. Additional information is available at [www.csx.com](http://www.csx.com).

Historically, the types of hazardous materials transported by rail nationwide do not vary greatly by location, although the ranking order of products transported through each community may differ slightly. The top 25 hazardous materials transported by CSXT (as measured by originations of loaded tank cars) are summarized in Table 2-A. The top 25 hazardous materials transported by all rail carriers in North America are shown in Table 2-B.

The risks associated with hazardous materials also vary depending on the hazard class of the material and potential for public or environmental impact. The majority of hazardous materials shipped by rail do not have the potential for impact beyond a small, localized area. Those commodities which represent the highest potential for impact to the community (TIH materials and division 1.1 or 1.2 Explosives) are present in less than 5% of CSXT trains.

**CSXT is a common carrier and as such is required by law to transport hazardous materials that have been properly prepared and offered for freight rail transportation in accordance with Federal Department of Transportation regulations.** There are certain ultra-hazardous materials such as toxic inhalation hazards (e.g. chlorine and sulfur dioxide) that we would prefer not to handle. However, our common carrier requirement requires us to do so and we make every attempt possible to move these and all commodities with the highest levels of safety and security possible.

Table 2-A

## Top 25 Hazardous Materials Transported in bulk quantities by CSX Transportation 2012

RANK	HAZMAT STCC 7	HAZMAT STCC Description	HAZMAT UN/NA Code	HAZMAT DOT Class Code	Carloads
1	4909152	ALCOHOLS, N.O.S.	UN1987	3	76,818
2	4905752	PETROLEUM GASES	UN1075	2.1	22,808
3	4935240	SODIUM HYDROXIDE SOLUTION	UN1824	8	18,404
4	4945770	SULFUR, MOLTEN	NA2448	9	13,941
5	4961605	ELEVATED TEMPERATURE	UN3257	9	13,857
6	4917403	SULFUR, MOLTEN	UN2448	4.1	13,213
7	4930040	SULFURIC ACID	UN1830	8	12,802
8	4910165	PETROLEUM CRUDE OIL	UN1267	3	9,157
9	4960196	ENVIRONMENTALLY HAZARDOUS	UN3082	9	8,952
10	4920523	CHLORINE	UN1017	2.3	8,202
11	4904210	AMMONIA, ANHYDROUS	UN1005	2.2	7,133
12	4921598	PHENOL, MOLTEN	UN2312	6.1	6,866
13	4909351	XYLENES	UN1307	3	6,565
14	4930247	PHOSPHORIC ACID SOLUTION	UN1805	8	6,465
15	4845195	WASTE POLYCHLORINATED	UN3432	9	6,027
16	4930228	HYDROCHLORIC ACID	UN1789	8	5,748
17	4907265	STYRENE MONOMER	UN2055	3	4,890
18	4918311	AMMONIUM NITRATE	UN1942	5.1	4,825
19	4905421	PROPANE	UN1075	2.1	3,273
20	4904509	CARBON DIOXIDE	UN2187	2.2	3,148
21	4908132	CYCLOHEXANE	UN1145	3	2,471
22	4918774	AMMONIUM NITRATE, LIQUID	UN2426	5.1	2,445
23	4918723	SODIUM CHLORATE	UN1495	5.1	2,301
24	4908105	ACETONE	UN1090	3	2,299
25	4966110	ENVIRONMENTALLY HAZARDOUS	UN3077	9	2,285

Table 3-C shows Hazard Class Definitions.

Table 2-B

### Top 25 Hazardous Commodities, as Measured by Loaded Tank Car Originations in the U.S., Canada and Mexico & Total Cars Involved: 2012

RANK	HAZMAT CODE	COMMODITY (DOT PROPER SHIPPING NAME)	DOT HAZARD CLASS*	UN/NA	TANK CAR ORIGINATIONS				TOTAL CARS USED	AVERAGE SHIPMENTS PER CAR
					U.S.	CANADA	MEXICO	TOTAL		
1	4909152	ALCOHOLS, N.O.S.	3	UN1987	291,191	6	0	291,197	28,226	10.3
2	4910165	PETROLEUM CRUDE OIL	3	UN1267	224,033	33,417	0	257,450	26,348	9.8
3	4905752	PETROLEUM GASES, LIQUEFIED	2.1	UN1075	109,245	16,929	0	126,174	23,384	5.4
4	4935240	SODIUM HYDROXIDE SOLUTION	8	UN1824	63,916	11,876	3	75,795	9,879	7.7
5	4961605	ELEVATED TEMPERATURE LIQUID, N.O.S.	9	UN3257	64,120	5,913	0	70,033	9,840	7.1
6	4930040	SULFURIC ACID	8	UN1830	35,655	26,968	5,069	67,692	8,781	7.7
7	4912210	DIESEL FUEL	3	UN1202	878	40,186	0	41,064	3,794	10.8
8	4905421	PROPANE	2.1	UN1075	11,867	20,562	17	32,446	9,101	3.6
9	4930228	HYDROCHLORIC ACID	8	UN1789	25,535	3,009	1	28,545	4,487	6.4
10	4945770	SULFUR, MOLTEN*	9	NA2448	26,880	866	0	27,746	5,986	4.6
11	4920523	CHLORINE	2.3	UN1017	22,070	4,619	151	26,840	5,255	5.1
12	4917403	SULFUR, MOLTEN*	4.1	UN2448	521	25,850	289	26,660	5,500	4.8
13	4930247	PHOSPHORIC ACID SOLUTION	8	UN1805	23,250	4	0	23,254	2,893	8.0
14	4908175	GASOLINE	3	UN1203	5,146	17,608	0	22,754	2,050	11.1
15	4905792	VINYL CHLORIDE, STABILIZED	2.1	UN1086	20,530	0	76	20,606	1,728	11.9
16	4920359	AMMONIA, ANHYDROUS*	2.3	UN1005	56	20,520	0	20,576	2,243	9.2
17	4912344	FLAMMABLE LIQUIDS, N.O.S.	3	UN1993	0	0	19,297	19,297	1,110	17.4
18	4909230	METHANOL	3	UN1230	12,682	6,601	0	19,283	2,835	6.8
19	4904210	AMMONIA, ANHYDROUS*	2.2	UN1005	19,131	14	0	19,145	2,569	7.5
20	4909215	FUEL, AVIATION, TURBINE ENGINE	3	UN1863	3,776	13,006	0	16,782	1,397	12.0
21	4908177	GASOLINE	3	UN1203	16,420	14	0	16,434	1,206	13.6
22	4904509	CARBON DIOXIDE, REFRIGERATED LIQUID	2.2	UN2187	12,275	1,827	0	14,102	1,605	8.8
23	4907265	STYRENE MONOMER, STABILIZED	3	UN2055	6,913	6,442	0	13,355	1,605	8.3
24	4908176	GASOLINE	3	UN1203	12,824	125	0	12,949	3,666	3.5
25	4960196	ENVIRONMENTALLY HAZARDOUS SUBSTANCES, LIQUID, N.O.S.	9	UN3082	5,932	6,844	24	12,800	2,158	5.9

\* Sulfur and Anhydrous Ammonia are classified differently in Canada and the US

Table 3-C shows Hazard Class Definitions.

Table 2-C

### Top 25 Hazardous Commodities, as Measured by Loaded Non-Tank-Car Originations in the U.S., Canada and Mexico & Total Cars Involved: 2012<sup>†</sup>

RANK	HAZMAT CODE	COMMODITY (DOT PROPER SHIPPING NAME)	DOT HAZARD CLASS <sup>†</sup>	UN/NA	NON-TANK CAR TYPE ORIGINATIONS				TOTAL CARS USED
					U.S.	CANADA	MEXICO	TOTAL	
1	4950130	FAK-HAZARDOUS MATERIALS	0	0	275,430	1,550	0	276,980	151,817
2	4950150	FAK-HAZARDOUS MATERIALS	0	0	122,882	32,617	475	155,974	121,544
3	4918311	AMMONIUM NITRATE	5.1	UN1942	11,400	2,944	823	15,167	2,601
4	4918723	SODIUM CHLORATE	5.1	UN1495	4,170	7,634	0	11,804	2,090
5	4950110	FAK-HAZARDOUS MATERIALS	0	0	5,143	6,323	1	11,467	9,713
6	4966325	ENVIRONMENTALLY HAZARDOUS SUBSTANCES, SOLID, N.O.S.	9	UN3077	10,249	0	189	10,438	1,271
7	4961166	ENGINES, INTERNAL COMBUSTION	9	UN3166	8,491	409	0	8,900	8,789
8	4966333	AIR BAG MODULES	9	UN3268	7,271	49	1,415	8,735	5,873
9	4960133	ENVIRONMENTALLY HAZARDOUS SUBSTANCES, SOLID, N.O.S.	9	UN3077	5,614	1,110	188	6,912	6,707
10	4960131	ENVIRONMENTALLY HAZARDOUS SUBSTANCES, LIQUID, N.O.S.	9	UN3082	6,140	750	1	6,891	6,765
11	4929137	RADIOACTIVE MATERIAL, LOW SPECIFIC ACTIVITY (LSA-II)	7	UN3321	6,821	0	0	6,821	456
12	4845195	WASTE POLYCHLORINATED BIPHENYLS, SOLID	9	UN3432	5,881	0	0	5,881	682
13	4966110	ENVIRONMENTALLY HAZARDOUS SUBSTANCES, SOLID, N.O.S.	9	UN3077	5,032	3	0	5,035	683
14	4875648	HAZARDOUS WASTE, SOLID, N.O.S.	9	NA3077	4,268	0	0	4,268	852
15	4963102	ENVIRONMENTALLY HAZARDOUS SUBSTANCES, SOLID, N.O.S.	9	UN3077	0	4,265	0	4,265	348
16	4941147	VEHICLE, FLAMMABLE LIQUID POWERED	9	UN3166	3,575	560	0	4,135	4,094
17	4960104	ENVIRONMENTALLY HAZARDOUS SUBSTANCES, SOLID, N.O.S.	9	UN3077	3,209	633	0	3,842	3,716
18	4941144	POLYMERIC BEADS, EXPANDABLE	9	UN2211	2,214	1,066	308	3,588	3,340
19	4936556	BATTERIES, WET, FILLED WITH ACID	8	UN2794	1,914	737	0	2,651	2,611
20	4935601	AMINES, LIQUID, CORROSIVE, N.O.S.	8	UN2735	2,088	514	0	2,602	2,357
21	4912210	DIESEL FUEL	3	UN1202	198	2,384	0	2,582	218
22	4966326	ENVIRONMENTALLY HAZARDOUS SUBSTANCES, SOLID, N.O.S.	9	UN3077	2,388	0	0	2,388	305
23	4816321	WASTE ALUMINUM SMELTING BY-PRODUCTS	4.3	UN3170	901	1,476	0	2,377	907
24	4903520	FIREWORKS	1.4G	UN0336	1,970	174	0	2,144	2,141
25	4923228	SODIUM CYANIDE, SOLID	6.1	UN1689	2,030	28	54	2,112	1,647

Subtotal, Top 25 Hazardous Commodities, Non-Tank Car Types	499,279	65,226	3,454	567,959
All Other Hazardous Commodities, Non-Tank Car Types	95,515	20,865	488	116,868
Total, All Hazardous Commodities, Non-Tank Car Types	594,794	86,091	3,942	684,827

Table 3-C shows Hazard Class Definitions.

## SECTION 3 – AGENCY PREPAREDNESS

This section provides an overview of CSXT notification procedures when a railroad incident occurs. Figure 3-A summarizes the CSXT notification process in a flow chart.

### *Initial Notification*

CSXT personnel report most incidents from the scene to the CSXT Public Safety Coordination Center (PSCC) in Jacksonville, Florida. The PSCC can be reached 24 hours a day **for emergencies** at 1-800-232-0144.

In some cases the PSCC will be notified by the Chemical Transportation Emergency Center (CHEMTREC) based upon a call CHEMTREC has received. CHEMTREC is a 24-hour public service of the chemical industry that provides immediate emergency response information and assistance during emergencies involving chemicals.

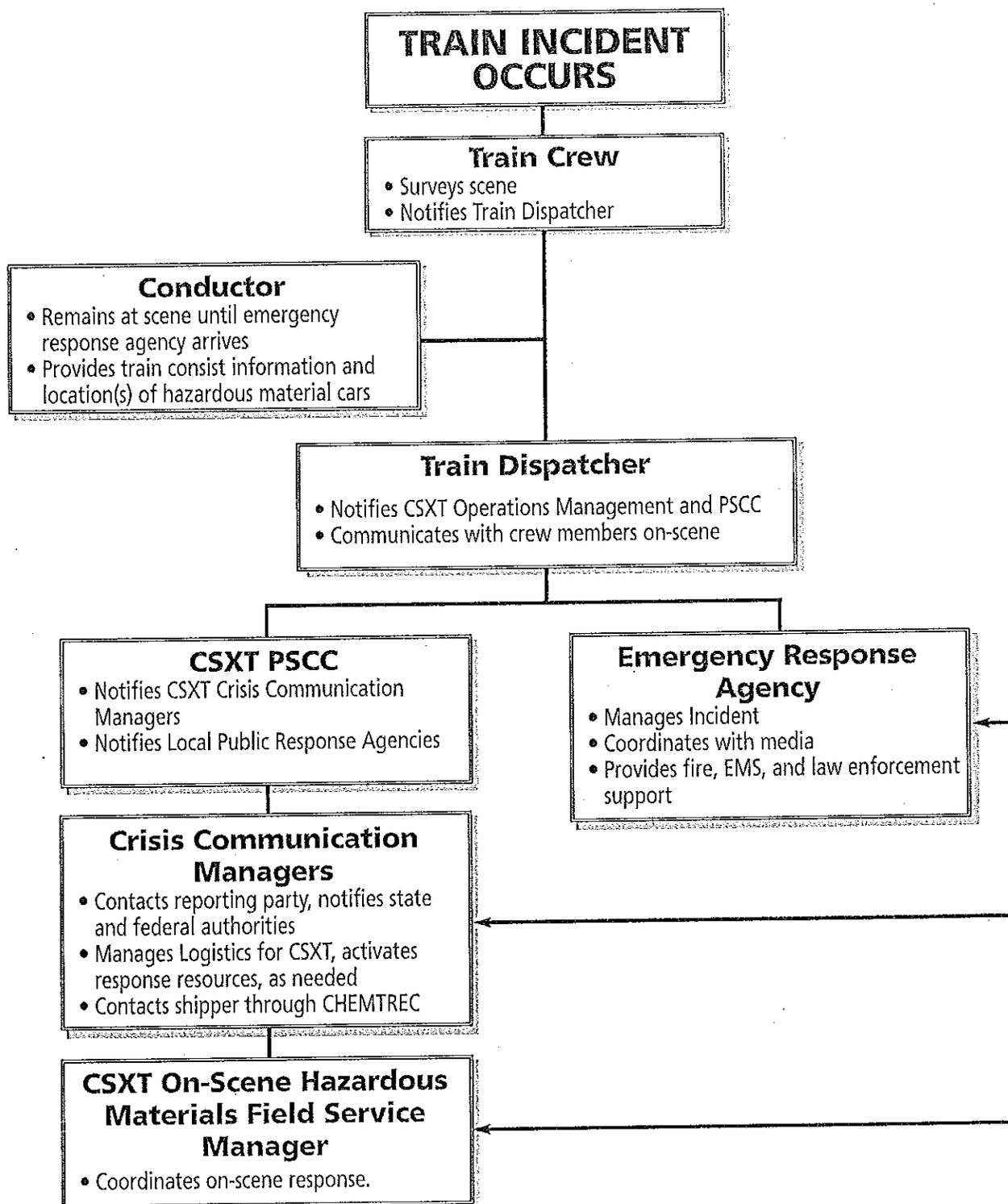
Local observers also sometimes report incidents directly to the CSXT PSCC. CSXT provides local emergency dispatch centers with the PSCC number to report any local emergency that could affect train operations.

It is very important that local responders reporting an incident to CSXT provide the rail car initials and number for the car(s) involved. These letters and number are stenciled on the left-hand side of the railcar as you face either side of the car and on both ends of the railcar. This information will facilitate response efforts by enabling CSXT to determine the type and capacity of the car involved and its contents. Figure 3-B depicts the location of the rail car initials and number ("reporting marks").

CSXT has partnered with CHEMTREC to provide access to the railroad's Network Operating Workstation (NOW), the system that tracks all CSXT trains and railcars. This allows CHEMTREC to provide real-time information to emergency responders concerning railcar contents or train makeup. Use of this system by CHEMTREC operators enables responders to have faster access to critical information during incidents.

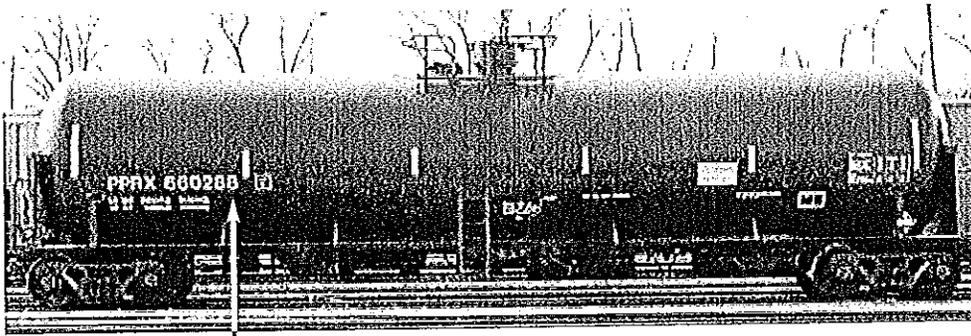
Figure 3A

## CSXT Notification Process

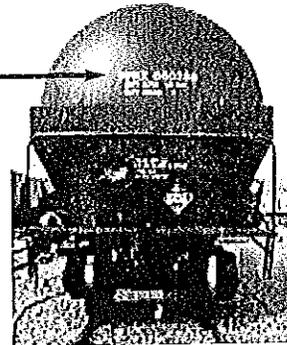


*Figure 3-B*

## Location of Rail Car Initials and Number (Reporting Marks)



The reporting marks  
(initials and number)  
are located on both  
sides and both ends  
of rail cars.



- Rail car initials and numbers are one of the most important pieces of information that emergency responders can obtain at the scene of a railroad emergency.
- All information related to the rail car is referenced by use of the car initials and number.
- Responders should attempt to accurately record and report the initials and numbers of any cars involved in a derailment or other emergency situation.
- Remember the railcar's initials and number are stenciled on both left-hand sides of the car (facing the car) and on both ends of the railcar.

## ***Hazardous Material Railcar Requirements***

This section describes the United States Department of Transportation's (DOT) requirements regarding placarding of hazardous materials being transported, the types of hazardous materials information being carried on a train, and where this important information can be found.

Hazardous materials are products or chemicals capable of posing a risk to health, safety or the environment. The Code of Federal Regulations (CFR), at 49 CFR Section 172, requires that diamond-shaped placards be placed on the outside of certain rail cars carrying hazardous materials or residues of such material. Placards must also be placed on the exterior of some intermodal containers carrying amounts of hazardous materials in excess of certain regulatory thresholds.

## ***Hazardous Materials Shipping Documents***

A Train Consist is the primary shipping paper used by CSXT in railroad operations. When hazardous materials are present in a train, a CSXT train consist contains the following four (4) basic sections:

1. A "Tonnage Graph" listing each car in the train by initial and number beginning with the first car and showing each car's numerical position in the train; marking all cars containing hazardous materials with a series of capital "H's." (Appendix A, Part 1.)
2. A "Position-In-Train" document bearing a "Notice of Rail Cars/Units Containing Hazardous Materials," the individual product's "four-digit ID number"; with car initials and numbers repeated and whether or not the car is loaded (L) or empty (E) and what the car last contained (Residue). (Appendix A, Part 2.)
3. A "Train Listing and Hazardous Material Descriptions" list again showing each car's initials and number, its position in train, the DOT proper shipping description that includes; the proper shipping name, hazard class, identification number, packing group and emergency contact number. The name of the shipper and receiver of the shipment are also included as well as the Standard Transportation Commodity Code (STCC) Number. (Appendix A, Part 3; Note—Table 3-C describes the various United Nations (UN)/DOT hazard classes and definitions.)

(The STCC system assigns a unique number to each specific article/commodity or group of articles/commodities when offered for transportation by rail.)

4. A "Hazardous Special Handling Instructions" section describing Emergency Handling Precautions. (Appendix A, Part 4.)

## ***Hazardous Material Special Handling Instructions***

Hazardous material special handling instructions contain valuable information on dealing with specific commodities on board a train in the event of a spill or fire. Conductors are trained to provide this information to emergency responders in the event of an accident. These instructions conform to DOT requirements for providing emergency response information during transportation and are used widely throughout the rail industry. For each hazardous material present in a train, the document contains the cars' initials and numbers, positions in the train and the following detailed information:

- General product information and physical description.
- Instructions if the material is, or is not, involved in a fire.
- Personnel protection.
- Land spill instructions.
- Water spill instructions.
- Vapor spill instructions.
- First aid exposure response.

Appendix A displays actual examples of a train consist with certain information highlighted for emphasis.

**The train consist is kept by the train's conductor who is responsible for updating the document as cars are added to or removed from the train.**

**Alternatively, an electronic list of cars in train can be obtained by calling the PSCC at 800-232-0144.**

Table 3-C

## UN/DOT Hazard Classes

<b>CLASS</b>	<b>DIVISION</b>	<b>DEFINITION</b>
<b>EXPLOSIVES (1)</b>		
	1.1	Substances and articles, which have a mass explosion, hazard
	1.2	Substances and articles, which have a projection hazard but not a mass explosion hazard
	1.3	Substances and articles that have a fire hazard and either minor blast hazard or both, but not a mass explosion hazard
	1.4-1.6	Other materials with explosive potential
<b>COMPRESSED GASES (2)</b>		
Flammable Gas	2.1	Gases which ignite and burn easily
Non-Flammable Gas	2.2	Gases that may asphyxiate or can cause frostbite
Poison (Toxic) Gas	2.3	Gases which are poisonous by inhalation (PIH, TIH) [Subdivided by Hazard Zones]
<b>FLAMMABLE LIQUIDS (3)</b>		
Flammable Liquid	3	Liquids with flash points below 141°F
Combustible Liquid	3	Liquids with flash points above 141°F
<b>FLAMMABLE SOLIDS (4)</b>		
Flammable Solids	4.1	Substances which are easily ignitable or burn readily
Spontaneously Combustible	4.2	Substances that can self-ignite on exposure to air
Dangerous When Wet	4.3	Substances that upon contact with water can either become spontaneously combustible, or can give off flammable or toxic gas
<b>OXIDIZERS (5)</b>		
Oxidizer	5.1	Substances that will react to support combustion even in the absence of air
Organic Peroxide	5.2	Substances sensitive to heat, shock and friction or may decompose and self-ignite
<b>POISONS (6)</b>		
Poison (Liquid or Solid)	6.1	Materials toxic enough to create a health hazard (Other than Zone A)
Poison (Inhalation Hazard)	6.1	Poison liquids or solids, PIH/TIH, Hazard Zone A
Keep Away From Foodstuffs	6.1	Materials that give off dangerous or irritating fumes
Infectious Substances	6.2	Infectious substances and regulated medical waste
<b>RADIOACTIVE MATERIALS (7)</b>		
	7	Substances which emit ionizing radiation
<b>CORROSIVE MATERIALS (8)</b>		
	8	Substances which corrode steel and damage tissue
<b>MISCELLANEOUS HAZARDOUS MATERIALS (9)</b>		
	9	Hazardous substances that do not meet the definition of any other hazard class

## SECTION 4 – CSXT RESPONSIBILITIES

Upon receiving notification of an incident, the CSXT Operations Center PSCC collects relevant emergency response information and notifies the CSXT Crisis Communication Manager.

If the incident requires intervention, the Crisis Communication Manager may call on several sources for assistance, including; CSXT Hazardous Materials Field Service Managers, the Association of American Railroads (AAR) Bureau of Explosives (BOE) Field Inspectors, emergency environmental response contractors and local emergency responders. The Crisis Communication Manager will contact the shipper through CHEMTREC and request technical assistance or on-scene response from the shipper as needed. The Crisis Communication Manager also notifies the appropriate state and federal authorities of the incident.

After initial notifications are complete, CSXT's Hazardous Materials Team continues to coordinate the response to the incident and provides a central point for communications and follow-up actions.

### **Resources**

In the event of a major derailment or spill, most local responders typically do not have the equipment or manpower to handle large spill cleanup or railroad rerailling operations. CSXT recognizes and accepts its role in providing this specialized expertise and equipment to mitigate an incident. CSXT maintains contracts and agreements with pre-qualified and regularly audited suppliers of these services. While on-scene, these contractors act as agents of CSXT and work directly under CSXT's control and supervision.

Examples of railroad contractors and the services they routinely provide include:

- Trained personnel equipped with all levels of protective equipment for operations in close proximity to spilled products, including use of leak and spill control equipment to contain product from leaking containers.
- Industrial hygiene and public health contractors provide technical expertise and equipment to perform on/off-site air and water sampling.
- Environmental response contractors provide vacuum equipment, pumping equipment and highway tankers for the recovery of spilled products.
- Environmental recovery contractors provide technical expertise in the on-site remediation or removal of contaminated water, soil or debris from the incident site.
- Containers and heavy equipment for recovery of solid materials.
- Railroad rerailling and wrecking contractors provide heavy equipment such as cranes, off-track lifting equipment, heavy earth moving equipment, equipment operators and ground crews to lift and reraill damaged rail cars and locomotives.

These contractors also develop exclusion zones and/or work zones and perform assessment and monitoring of public health exposure.

CSXT internal resources include:

- Transportation, mechanical and engineering department representatives
- Hazardous material systems and environmental department representatives
- Corporate communication and public affairs representatives
- CSXT police department representatives
- General claims representatives
- Load engineering and design representatives

### **TestNET®**

*CSXT in conjunction with the Center for Toxicology and Environmental Health (CTEH) has developed an innovative program for performing air monitoring and plume dispersion modeling at the scene of a release or potential release. This program, called TestNET, establishes monitoring teams using specific equipment in strategic locations around the CSXT System. When an event occurs these teams can be mobilized to the site to initiate air monitoring while at the same time relaying the results of monitoring back to a team of toxicologists and industrial hygienists at the CTEH headquarters. CTEH will also mobilize a team of specialists to the site if necessary with a myriad of advanced detection and monitoring equipment. The results and interpretation of this monitoring will be provided to the incident commander and emergency management officials for their use in making public protection decisions.*

## ***On-Scene Incident Command***

CSXT understands and abides by the authority and responsibility of local emergency response officials to assume command of any incident that poses a threat to the health and safety of the general public or the environment. Accordingly, all CSXT management personnel recognize that their role at an emergency site is to work with local officials to bring the incident to a safe conclusion.

CSXT personnel and environmental response contractors on the scene of a hazardous materials incident work in accordance with the National Response Plan and the National Incident Management System, and are covered by the U.S. Occupational Safety and Health Administration (OSHA), 29 CFR (Code of Federal Regulations) 1910.120 "Hazardous Waste Operations and Emergency Response" (HAZWOPER) regulations. In accordance with these regulations, CSXT will utilize an Incident Command System (ICS) for its employees and contractors operating within Unified Command System organizational structure as prescribed by the National Incident Management System (NIMS).

CSXT will also work with local officials in a Unified NIMS/ICS as recognized by the U.S. Environmental Protection Agency (EPA) and U.S. Coast Guard (USCG) as cited in the National Response Plan (NRP) and National Oil and Hazardous Substances Pollution Contingency Plan, 40 CFR Parts 300. Figure 4-A displays the Unified NIMS/ICS identifying CSXT personnel who could be called upon to work as part of the ICS.

Only fully trained and qualified individuals will be permitted to conduct offensive, hands-on, technical response activities. Specialized contractors working at the scene are covered by these regulations and are considered "specialized" employees.

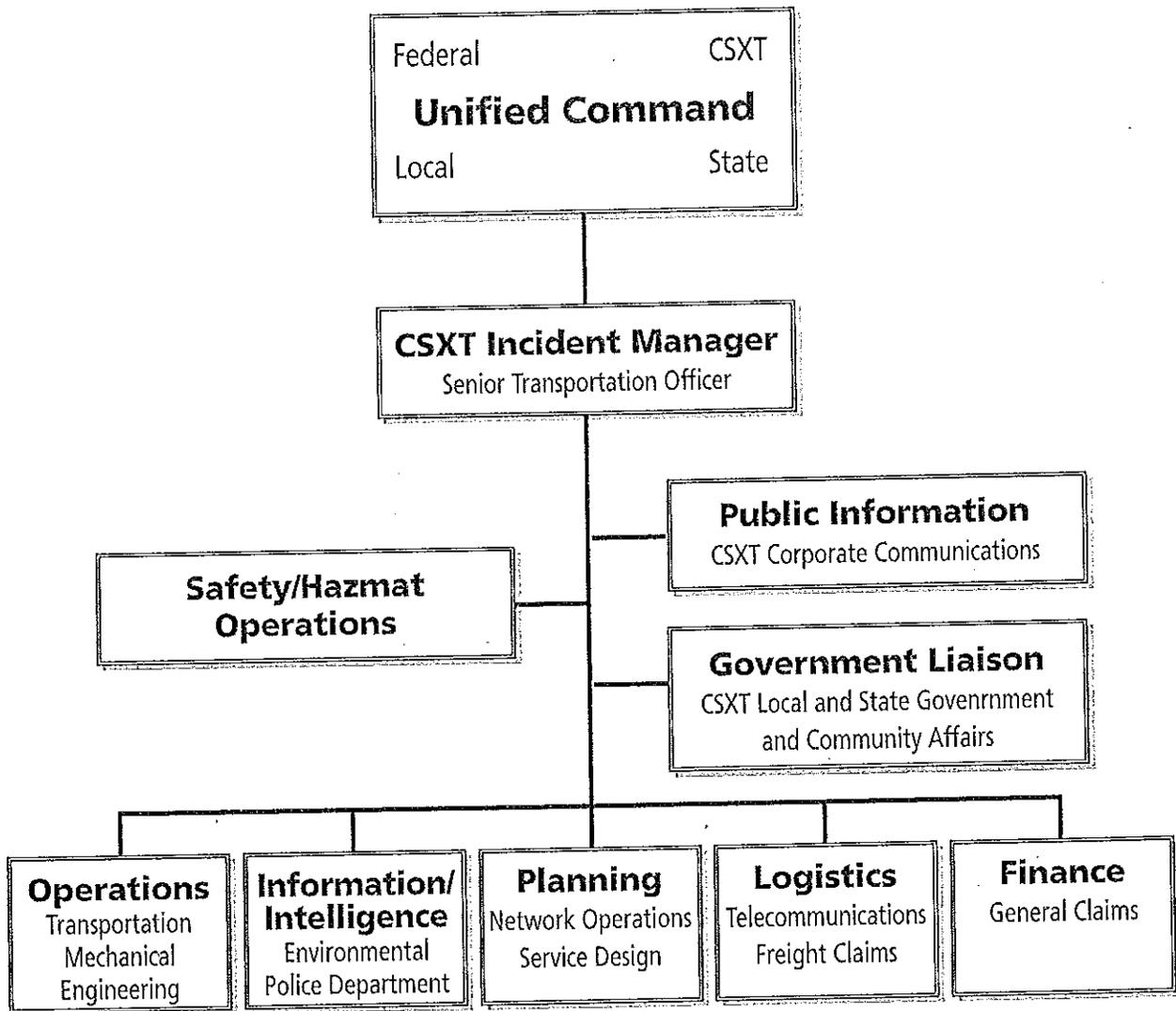
The senior CSXT transportation department representative at the scene is in charge of all CSXT personnel, contractors and other company resources. This senior CSXT official will coordinate all activities with the local emergency response official in charge. CSXT will make resources and information available to the local emergency response official to aid in the safe and efficient mitigation of the incident.

No CSXT official may commit any resources to any task that would violate local, state, or federal laws or pose an unreasonable risk or safety hazard to any personnel working for CSXT.

CSXT's Operating and Safety Rules will be strictly adhered to during all incident recovery or emergency operations. The senior on-site CSXT official is fully responsible for the enforcement of the rules and the conduct of all employees, both CSXT and contractor personnel.

Figure 4-A

## Unified NIMS/ICS Command Structure



*Note: Operations branch may also provide logistical support.*

## ***Freight Railroad Security***

America's railroads have a long history of emphasizing security and law enforcement issues – in times of peace and times of war. The railroad industry recognizes that the on-going threat of terrorism must be dealt with in an assertive manner. In conjunction with the AAR (Association of American Railroads), CSXT utilizes a tiered comprehensive security plan that improves the safety and security of the nation's rail infrastructure, its personnel, the communities through which it operates, and the products being delivered to many communities in the eastern United States. CSXT employs a railroad police force made up of commissioned or certified (depending on state laws) officers with interstate authority under 49 USC, Section 28101, who work very closely with numerous law enforcement agencies throughout the rail network. CSXT has further strengthened our rail infrastructure through the company's Infrastructure Protection Group that focuses on security planning, and a highly specialized and highly trained Rapid Response Team exists to further enhance security.

## ***Federal Railroad Administration Issues Emergency Order to Prevent Unintended Hazardous Materials Train Movement***

The U.S. Department of Transportation's Federal Railroad Administration (FRA) issued an Emergency Order and Safety Advisory to help prevent trains operating on mainline tracks or sidings from moving unintentionally. The FRA's announcement was made in response to the July 6, 2013 derailment in Lac-Mégantic, Quebec, Canada. The actions announced build on the success of FRA's rigorous safety program, which has helped reduce train accidents by 43 percent over the last decade, and made 2012 the safest year in American rail history.

The Emergency Order outlines measures that all railroads must undertake in order to comply with this directive. Listed below is the portion directly related to first responders:

Railroads must develop procedures to ensure a qualified railroad employee inspects all equipment that an emergency responder has been on, under or between before the train can be left unattended.

Under current DOT regulations, all freight railroads are required to develop and implement risk assessments and security plans in order to transport any hazardous material, including a plan to prevent unauthorized access in rail yards, facilities and trains carrying hazardous materials. Railroads that carry hazardous materials are required to develop and follow a security protocol while en route; railroad employees are subject to background checks and must complete training. Training programs and protocols are reviewed and audited by the FRA routinely and generally designed to be progressive so as the level of risk increases so does the level of security required.

To view this order in its entirety, please go to <http://www.fra.dot.gov>.

## ***National Security Effort***

On a national level, a freight railroad industry representative serves on the FBI's Joint Terrorism Task Force to ensure the flow of vital security information throughout the rail industry. Freight rail security is coordinated and closely monitored through the AAR 24-hour Operations Center, which acts as a link between the railroads and the national security intelligence community. CSXT, in concert with the rail industry, has established four security alert levels. These security alert levels are continually evaluated and changed to reflect existing security threats against the rail industry.

- **Alert Level 1 – Baseline Security Practices/Normal day-to-day operations:** applies when a general threat of possible terrorist activity exists but warrants only a routine security posture. The nature and extent of terrorist attacks are unpredictable, and current circumstances do not justify full implementation of a higher alert level.
- **Alert Level 2 – Heightened Security Awareness:** applies when there is a general non-specific threat of possible terrorist activity involving railroad personnel and facilities.
- **Alert Level 3 – Credible Threat:** applies when an increased, credible and more specific threat of terrorist activity exists. A decision to declare level 3 will be evaluated against the specificity of threat against railroad personnel and facilities.
- **Alert Level 4 – Confirmed Threat:** applies when a confirmed threat against railroad industry exists, an actual attack against the railroad, an attack in the US causing mass casualties has occurred, or other imminent actions create grave concerns about the safety of operations.

The nations' railroads, are in close, regular contact with the security and intelligence office of the U.S. Department of Transportation (DOT) and the Department of Homeland Security (DHS). The countermeasures established by CSXT, are thoroughly reviewed by the DOT, DHS, and key national security agencies to ensure that hazardous materials are being transported in a safe and secure environment.

The Department of Homeland Security (DHS) and Department of Transportation (DOT) have recommendations in place for the rail transportation of toxic inhalation hazard materials (TIH), such as chlorine and anhydrous ammonia. Several of these recommended security action items involve movement of TIH materials in DHS-defined high threat, high density urban areas (HTUA). CSX Transportation conducts rail operations in high-threat, high density urban areas, of which your community may be a part.

CSX Transportation (CSXT) operates with common carrier obligations and is required by law to transport TIH materials, so long as they are offered in accordance with federal regulatory requirements. We continue to encourage the chemical industry to find less hazardous substitutes and otherwise work to reduce the shipment of these materials by rail. When we are called upon to handle these commodities, CSXT is committed to transporting them in the safest, most secure manner we can.

## ***Security Action Steps***

Some examples of measures employed by CSXT and other rail carriers to improve security are

- Increased employee security awareness and training to ensure that over 200,000 railroad employees are the eyes and ears of the industry's security
- Development of a comprehensive security plan and security countermeasure management system
- Creation of an Infrastructure Protection group
- Establishment of a 24/7 AAR operations center to coordinate industry-wide rail freight security
- Increased tracking and inspection of certain commodities and real-time tracking ability for certain shipments
- Conducting security exercises
- Placement of advanced asset monitoring at certain critical infrastructure
- Increased security of railroad physical assets including random inspections
- Enhanced cyber-security procedures and encryption technology

## SECTION 5 – RESPONSE PROTOCOLS

Emergency response involves activities designed to address the immediate and short-term impact of a railroad incident. This section reviews CSXT's response operation guidelines that are of particular importance to local responders and sources of emergency response information available to local responders. CSXT's response capabilities, resources needed from local responders, and interaction with the media are also discussed in this section.

### *Response Operation Principles*

CSXT supervisory personnel are trained to work closely with local officials to bring the incident to a safe conclusion. CSXT personnel manage internal resources and strive to interact and cooperate effectively with local responders using the elements of the incident command system and unified command, as discussed in Section 2.

CSXT utilizes a modified incident command system in the management of its personnel and contractors and will interface with local responders using the principles of NIMS/ICS unified command.

#### **CSXT response priorities are:**

- Immediate safety of life (general public, emergency responders and CSX employees.)
- Health of affected persons.
- Protection of the environment including air, waters (surface and ground) and soil.
- Protection of public and private property.
- System restoration.

In the event of an incident where there has been impact to the community, CSX works to ensure that all parties – community members, employees and first responders - have the assistance they need and a standard of care that provides the least amount of disruption possible and an expedient return to their homes, lives and places of business. CSX works closely with local agencies such as the Red Cross and Emergency Management providers as well as the CSX environmental contractors as part of its response efforts.

## ***Emergency Response Information Sources***

As reviewed in Section 4 of this guide, each CSXT conductor carries specific information about hazardous materials being carried on the train. This information conforms to DOT regulations regarding shipping papers and descriptions for hazardous materials. If the crew is incapacitated or the train documents are otherwise unavailable, copies can be sent via facsimile (fax) or e-mail by the CSXT Public Safety Coordination Center (1-800-232-0144) to a location requested by the Incident Commander. CSXT Operating Rules require the conductor to maintain a copy of the Emergency Response Guidebook that provides initial response actions for the release of specific products. If an incident occurs at a staffed CSXT facility, emergency responders will be provided copies of appropriate shipping papers for the involved car(s).

Local responders can contact CHEMTREC (1-800-424-9300) for chemical safety and response information for rail yard or mainline incidents. While CSXT's train crews do not routinely carry Material Safety Data Sheets (MSDS), CHEMTREC can provide them when needed.

On-scene responders with access to "Operation Respond Emergency Information System" (OREIS) software may also access this system to obtain product information about the contents of a particular car. This software may be installed in local emergency communication centers, mobile command posts or with hazardous materials units. It provides local responders with quick access to the CSXT computer network for specific data on the products carried in hazardous material cars and the emergency response information for the product. Local responders must have the car initials and number of the railcar(s) involved in the incident to search for this information on CSXT's computer system. For more information on OREIS contact the Operation Respond Institute at [www.OREIS.org](http://www.OREIS.org)

## ***Incident Scenarios***

Table 5-A illustrates the types of incidents involving hazardous materials that may occur and appropriate response roles of various organizations for each type of incident.

Table 5-A

## Summary of Incident Types, Responses, and Incident Command

<b>INCIDENT TYPE</b>	<b>CSXT RESPONDERS</b>	<b>LOCAL RESPONSE ROLE AND RESPONDERS</b>	<b>INCIDENT COMMAND SYSTEM PARTICIPANTS</b>
Leaking container with no off site impact, no fire, no injury	<ul style="list-style-type: none"> <li>• Shipper</li> <li>• ER Contractor</li> <li>• CSXT Hazmat</li> <li>• Local CSXT Management</li> </ul>	<ul style="list-style-type: none"> <li>• Notification only</li> </ul>	<ul style="list-style-type: none"> <li>• CSXT local management/ Hazmat</li> </ul>
Leaking container with off site impact, a fire or injury	<ul style="list-style-type: none"> <li>• Shipper</li> <li>• ER Contractor</li> <li>• CSXT Hazmat</li> <li>• Local CSXT Management</li> </ul>	<ul style="list-style-type: none"> <li>• Fire/EMS</li> <li>• Hazmat Team</li> </ul>	<ul style="list-style-type: none"> <li>• Local Incident Commander</li> <li>• CSXT local management</li> </ul>
Ruptured fuel tank on locomotive	<ul style="list-style-type: none"> <li>• ER Contractor</li> <li>• CSXT Hazmat</li> <li>• Local CSXT Management</li> </ul>	<ul style="list-style-type: none"> <li>• Fire/EMS</li> <li>• Hazmat Team</li> </ul>	<ul style="list-style-type: none"> <li>• Local Incident Commander</li> <li>• CSXT local management</li> </ul>
Derailment with no release, no tank damage, upright	<ul style="list-style-type: none"> <li>• Local CSXT Management</li> <li>• Re-Rail Contractor</li> </ul>	<ul style="list-style-type: none"> <li>• Notification only</li> </ul>	<ul style="list-style-type: none"> <li>• CSXT local management</li> </ul>
Derailment with tank overturned, serious tank damage	<ul style="list-style-type: none"> <li>• Local CSXT Management</li> <li>• Re-Rail Contractor</li> <li>• ER Contractor</li> <li>• CSXT Hazmat</li> </ul>	<ul style="list-style-type: none"> <li>• Fire/EMS</li> <li>• Hazmat Team (Stand-by mode)</li> </ul>	<ul style="list-style-type: none"> <li>• CSXT local management</li> <li>• Local Incident Commander</li> </ul>
Derailment with release	<ul style="list-style-type: none"> <li>• Local CSXT Management</li> <li>• Re-Rail Contractor</li> <li>• ER Contractor</li> <li>• CSXT Hazmat</li> </ul>	<ul style="list-style-type: none"> <li>• Fire/EMS</li> <li>• Hazmat Team</li> <li>• State/Federal agencies</li> </ul>	<ul style="list-style-type: none"> <li>• Local Incident Commander</li> <li>• CSXT local management</li> </ul>

## ***Media Interaction***

CSXT procedures provide that communications with the media should be addressed through the local Incident Command System (ICS) by a Public Information Officer (PIO).

If a member of the media requests information about CSXT or seeks to talk with a CSXT public information representative, such queries/requests will be coordinated through CSXT's corporate communications main office, unless the representative is present at an incident site.

For Media Inquiries Concerning CSX Transportation please contact:  
**CSXT Corporate Communications**  
**24 Hours a day 1-877-Tell CSX**  
**(1-877-835-5279)**

## ***Agency Resource Utilization***

CSXT does not maintain resources such as major firefighting or water supply equipment, emergency medical personnel, medical transport services, command posts, canteens or large-scale communications equipment. During an emergency, CSXT relies upon local emergency officials to provide these types of resources. The senior on-site CSXT official will coordinate with the local Incident Commander to obtain these local resources. Local resources will remain under the control of the local authority.

## ***Population Protection***

In the event of a railroad emergency, the protection of life and health must be the first concern and priority. In cases of doubt, the safest course of action must be taken. However, decisions to evacuate potentially affected populations should be based upon facts, not fears.

Key factors in deciding upon an evacuation should include the following:

### ***Situational Factors:***

- Actual situation and conditions (leak, fire, spill).
- Products involved (physical and chemical properties).
- Hazards of the products.
- Condition of the containers.
- Ability of the products to migrate off site.
- Results of air monitoring or dispersion models.

*Location Factors:*

- Location of the incident and containers.
- Size of affected population.
- Risks of moving people.
- Types of affected population.
- Ability to shelter in place non-ambulatory populations.

*Resource Factors:*

- Ability to shelter evacuated populations.
- Ability to notify and move the affected population.

***Pre-Emergency Identification of At-Risk Populations***

During the pre-emergency planning process, facilities such as schools, day care centers, hospitals, nursing homes, high-rise occupancies, and factories should be identified. Local emergency response officials should meet with facility managers and review problems expected with an evacuation, as well as the resources needed to move the population of the facility.

Even though releases of hazardous materials are rare, the possibility does exist that one could occur in either a rail yard or along a mainline. As such, CSXT recommends the adoption of the shelter-in-place guidelines as issued by DOT, the US Environmental Protection Agency (EPA) and the Federal Emergency Management Agency, in the Emergency Response Guidebook (See Protective Actions Section). Shelter-in-place guidelines may provide greater safety and health protection to affected residents than evacuations. Effective communications with residents on what to do during an incident is an important component of a successful shelter-in-place plan.

The key to successful shelter-in-place operations is developing individual facility plans with facility managers and safety personnel. Instructing residents on what to do and not to do in the event of an emergency, and communicating information to them during an emergency are all-important components of a shelter-in-place plan. (See Appendix C for shelter-in-place recommended practices.)

***Passenger-Commuter Train Incident Considerations***

At many locations, passenger rail entities operate commuter and passenger trains on CSXT owned and operated tracks. When operating on CSXT, these trains are under the operational control of a CSXT train dispatcher. In the event of an emergency involving a passenger train, CSXT officials will coordinate with the passenger rail entity officials to manage the evacuation of passengers and mitigation of the emergency. Notification of the incident to emergency responders is essentially the same as outlined in Section 3 of this guide.

For emergency responders, the concept of Unified Incident Command is essential to safe, effective emergency operations. CSXT and passenger train officials will work with the public safety incident commander to bring the incident to a safe conclusion.

In the event of a passenger train emergency, the timeliness of the response is paramount since medical treatment and evacuation of passengers will sometimes be required. Many passenger rail entities produce detailed guidance and information for emergency responders. Localities having passenger rail traffic are encouraged to contact the local passenger rail operator for further emergency planning information.

Identifying access points for emergency equipment and routes for emergency medical evacuation is an important aspect of emergency preparedness preplanning. Emergency management officials should be aware of the location and type of operations conducted on rail lines in their area of responsibility and whether it involves freight, passenger or both types of rail operations. Local CSXT personnel can assist emergency responders by providing information on points of vehicular access to railroad property.

In the event of a derailment of a passenger train, special consideration needs to be given to passenger evacuation. For safety reasons, passengers on the train should not be evacuated unless it is absolutely necessary to do so. If the rail cars are upright and there is no danger to the passengers inside the car, it is recommended that they stay in the cars until such time that adequate shelter and transportation is available. Since the areas in and around railroad tracks, especially immediately following a train derailment, can be very hazardous, keeping passengers in the cars helps to maintain site safety and passenger accountability.

CSX Transportation has prepared a Passenger Train Emergency Preparedness Plan in order to ensure the safety of National Railroad Passenger Corporation (Amtrak) passenger trains during a security event while operating on our network.

As part of this plan, CSXT is designating certain locations on passenger routes where Amtrak operates as "Safe Havens." These Safe Havens were selected based on geographic spacing throughout our network and having an accessible discharge point should the need to evacuate a train arise.

There are 201 locations on CSXT's network that have been identified Safe Havens. Of these selected locations, 149 are at Amtrak stations or facilities and the remaining 52 are at road crossings or other commuter locations. These crossings have been identified by street name, and the corresponding railroad milepost location.

**If emergency response personnel need to communicate with a passenger train operating on CSXT tracks they should contact the CSXT Public Safety Coordination Center (PSCC) at 1-800-232-0144.**

It is also important to recognize that if an incident involving a passenger, commuter or freight train occurs on, or in close proximity to, a track adjacent to CSXT's tracks, CSXT should be promptly contacted through the PSCC.

Below is a list of passenger rail entities that operate on or in close proximity to (i.e., parallel to, over, under, or across) CSXT rail lines:

<b>PASSENGER – COMMUTER ENTITY NAME</b>	<b>LOCATION OF OPERATION</b>	<b>NON-EMERGENCY TELEPHONE NUMBER</b>
Amtrak	Various	202-906-3000
Metro	St. Louis, MO/E. St. Louis, IL	314-982-1400
CTA	Chicago, IL area	312-664-7200
RTA (Shaker Heights Rapid Transit)	Cleveland, OH area	216-621-9500
HART	Tampa, FL area	813-254-4278
Long Island Rail Road, Co.,	The Long Island, NY area	718-558-7400
MARC Train Service	Maryland/Washington DC area	410-539-5000
MARTA	Atlanta, GA area	404-848-5000
Metra	Chicago, IL area	312-322-6900
Metro North Railroad	Metropolitan NYC area	212-340-3000
MBTA	Boston, MA area	617-222-3200
MTA	Baltimore, MD area	410-539-5000
NCDOT [1]	Raleigh, NC area	919-733-7245
NICTD	Chesterton/Michigan City, IN area	219-926-5744
NJT	North New Jersey	201-714-2811
PATH	New Jersey area	201-216-6199
SEPTA	Philadelphia, PA area	215-580-7852
Tri-Rail [2]	Miami – Ft. Lauderdale, FL area	954-942-7245
VRE	Virginia/Washington DC area	703-684-1001
WMATA	Washington DC/Maryland area	202-962-1234

[1] Trains owned by North Carolina Department of Transportation (NCDOT); operated by Amtrak on and adjacent to CSXT trackage.

[2] Trackage owned by the State of Florida; train dispatching conducted by CSXT

Emergency responders and planners desiring additional information on passenger train emergencies may contact Amtrak's manager-emergency preparedness at [perryj0@amtrak.com](mailto:perryj0@amtrak.com).

**To contact Amtrak directly in the event of an emergency, call the Amtrak Operations Center at 1-800-424-0217.**

## ***Bridge and Tunnel Incident Considerations***

Railroad bridges and tunnels have the potential to present difficult situations in the event of an emergency. Emergency responders need to be aware of the potential hazards and difficulties they could encounter in either of these environments.

### ***Tunnels***

Fires and emergency situations within the confining areas of a tunnel system are among the most difficult to cope with due to the limited space available for fire and emergency personnel to operate.

Direct liaison between railroad authorities and emergency officials is essential to keep emergency forces apprised of current conditions within underground installations.

Prior to entry into a railroad tunnel, emergency personnel must contact the controlling railroad to ensure that all rail traffic has been stopped in the tunnel and on rail lines leading to the tunnel.

In most cases, there is very little side clearance between the rails and the walls of the tunnel. In certain tunnels, there are emergency vestibules that normally only accommodate a single individual. These vestibules may provide limited protection from passing equipment, but should only be used in an emergency. Emergency personnel should confirm that all rail equipment is secured prior to entering the tunnel.

Tunnels used primarily or exclusively for freight trains are not typically equipped with ventilation systems. In the event that entry is required into a tunnel and there is fire, smoke, or exhaust fumes present in the tunnel, emergency responders should use and/or have available self-contained breathing apparatus (SCBA) for respiratory protection. Special consideration needs to be given to the amount of time available when using self-contained breathing apparatus (SCBA); i.e., tunnel length as well as means of entry and egress.

Tunnels used primarily or exclusively for freight trains will typically have limited means of entry and egress. The only points of entry normally present are the entry portals through which the trains pass - manholes, access ports, or other mid-length entry points are not normally available. Emergency personnel should consult with local railroad officials to identify points of tunnel entry and egress in their area of responsibility.

Tunnels are not normally equipped with standpipes or other forms of fire-fighting water supply. In the event of a fire, responders may be required to deploy water supply lines a considerable distance inside of the tunnel structure. Pre-fire planning of tunnel structures should be conducted cooperatively between the railroad and the fire department to determine the most effective method to deploy fire hoses and equipment.

Due to the close clearances inside of tunnel structures, the removal of derailed rail equipment can be a complicated and time-consuming procedure. Emergency personnel should be aware of the additional time that may be required to remove damaged and/or derailed equipment.

Vehicle access to tunnels may be accomplished through the use of railroad "hi-rail" equipment. These specially designed vehicles are equipped with wheels that allow them to traverse rail lines. This equipment can be made available to emergency personnel for the transportation of personnel and equipment into a tunnel.

## **Bridges**

Railroad bridges, much like railroad tunnels, can present unique obstacles to emergency response personnel. Prior identification and pre-planning are essential to safe, successful emergency incident response.

Railroad bridges are custom built structures designed specifically to handle train traffic. They are generally narrow and are not for use by motor vehicles. Railroad bridges can be classified based on the type of deck construction; open deck or ballast deck. Open deck structures utilize timber bridge ties spaced between 12 and 15 inches on center. Ballast deck structures have solid decks that contain the normal track structure (ballast, track ties and rail). Most railroad bridges do not have walkways. When walkways are provided, they are for use by railroad personnel only, while there are no trains passing over the structure. Clearances do not allow for persons to be on the bridge during train operations.

Proper track protection is needed to occupy or cross railroad bridges and should be done only with the assistance and at the direction of a qualified railroad employee.

Like tunnels, the limited access associated with bridges may require special techniques for emergency responders to deploy fire-fighting hoses and equipment. In some cases, water supply lines may have to be stretched onto and across the span of a bridge in the event of a fire on or in the bridge structure. In other cases, pumping from water sources or use of fire fighting vessels could be necessary. In most cases, every effort will be made to pull the cars of a train across a bridge to solid ground. Railroad "hi-rail" equipment can be made available to transport personnel and equipment onto and across bridge structures.

Pre-planning to identify points of access, clearances, and equipment requirements is strongly encouraged. Emergency personnel should coordinate informative inspections with local railroad officials in their area of responsibility. Close coordination with railroad officials is essential in the event of a train emergency on a bridge. Emergency responders should limit their movements onto the bridge structure until it is deemed safe.

**Extreme caution should be used when responding to emergencies in tunnels or on bridges.**



# APPENDICIES

APPENDIX A

TRAIN DOCUMENTATION AND SHIPPING PAPERS

Introduction

This appendix shows examples of the documents and shipping papers carried on CSXT trains. The examples are excerpts and compilations from actual train documents.

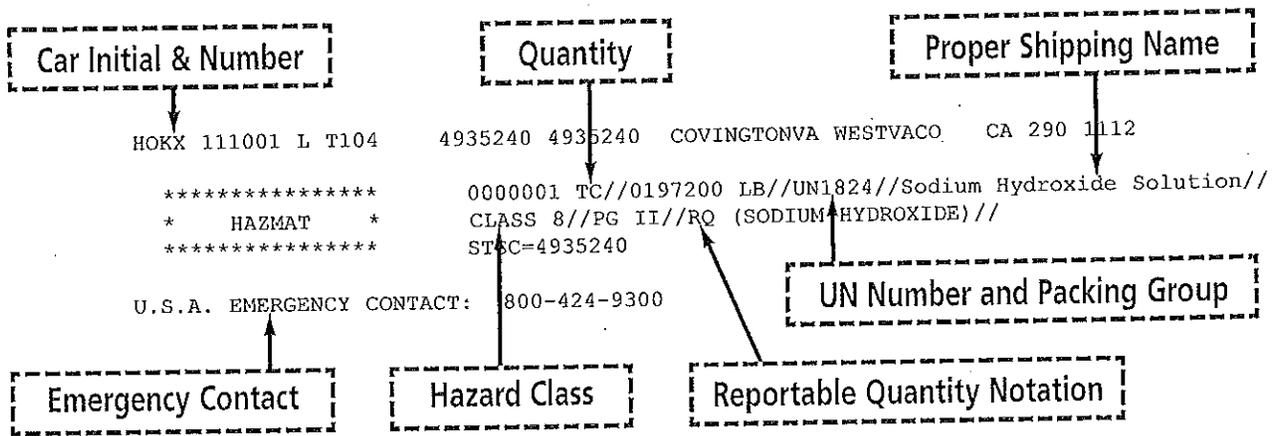
The Department of Transportation (DOT) prescribes the documentation and descriptions for shipments of hazardous materials. Emergency responders should familiarize themselves with the basic documents/description requirements for shipments of hazardous materials. All modes of transportation, including railroads, are required to supply and have readily available shipping documentation for hazardous materials.

Shipping documents on a CSXT train are maintained and carried by the train conductor. The conductor will make these documents available to emergency response officials in the event of an emergency.

CSXT can also transmit the shipping documents by various means to emergency responders in the field. Train consists, freight car waybills and emergency-handling instructions can be relayed via email, facsimile or verbally.

To obtain shipping documents or other emergency information, responders can contact CSXT's Public Safety Coordination Center at 1-800-232-0144. The center operates 24 hours a day, 7 days a week.

EXAMPLE OF HAZMAT SHIPPING DESCRIPTION







Appendix A, continued

**TRAIN CONSIST (PART 3) TRAIN LISTING**

TRAIN LISTING AND HAZARDOUS MATERIAL DESCRIPTIONS PAGE:001

TRAIN#: Q30321 CR TRN#: ORIG: ACCA TIME: 03202359 CONSIST#: 381771

CARS IN THIS CONSIST COUNT FROM FRONT TO REAR

CAR NUMBER	CAR TYPE	COMMODITY CODE STCC	ALPHA	DESTINATION	CONSIGNEE	MP	YZCN
1	RBOX 31625 L B314	4024117	4024117	BIGISLANDVA	GEOPACIFI	CAB165	4332
2	CSXT 129824 E A302	2631117	EMPTY	RICACCA VA	CMSFLOW	AACA	
3	CSXT 130211 E A302	2631117	EMPTY	BIGISLANDVA	CMSFLOW	CAB165	
4	LXOH 7267 L A302	4024115	SCPAPER	BIGISLANDVA	GEOPACIFI	CAB165	4332
5	CSXT 142909 E A402		EMPTY	COVINGTONVA	WESTVACO	CA 290	4332
6	DUPX 29181 E T108	4914135	EMPTY	BELLE WV	EIDUPONT	CGYNS	

\*\*\*\*\* 0000001 TC//0000000//RESIDUE: LAST CONTAINED//  
 \* HAZMAT \* UN2265//N-DIMETHYLFORMAMIDE//COMBUSTIBLE LIQUID//  
 \*\*\*\*\* PG III//RQ (DIMETHYLFORMAMIDE)//STCC=4914135  
 U.S.A. EMERGENCY CONTACT: 800-424-9300  
 FROM SHIPPER: BUNTER CAR SVC BUNTER WV  
 TO CONSIGNEE: DUMONT ADHESIVES RICHMOND VA

7	HOKX 111001 L T104	4935240	4935240	COVINGTONVA	WESTVACO	CA 290	1112
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\*\*\*\*\* 0000001 TC//0199100 LB//UN1824//SODIUM HYDROXIDE SOLUTION//  
 \* HAZMAT \* CLASS 8//PG II//RQ (SODIUM HYDROXIDE)//  
 \*\*\*\*\* STCC=4935240  
 U.S.A. EMERGENCY CONTACT: 800-424-9300  
 FROM SHIPPER: ABCD CHEMICAL CORP NIAFALLS NY  
 TO CONSIGNEE: WXYZ CORP COVINGTON VA

8	GATX 44130 L T104	4935240	4935240	COVINGTONVA	WESTVACO	CA 290	1112
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\*\*\*\*\* 0000001 TC//0194350 LB//UN1824//SODIUM HYDROXIDE SOLUTION//  
 \* HAZMAT \* CLASS 8//PG II//RQ (SODIUM HYDROXIDE)//  
 \*\*\*\*\* STCC=4935240  
 U.S.A. EMERGENCY CONTACT: 800-424-9300  
 FROM SHIPPER: ABCD CHEMICAL CORP NIAFALLS NY  
 TO CONSIGNEE: WXYZ CORP COVINGTON VA

9	GATX 44125 L T104	4935240	4935240	COVINGTONVA	WESTVACO	CA 290	1112
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\*\*\*\*\* 0000001 TC//0194050 LB//UN1824//SODIUM HYDROXIDE SOLUTION//  
 \* HAZMAT \* CLASS 8//PG II//RQ (SODIUM HYDROXIDE)//  
 \*\*\*\*\* STCC=4935240  
 U.S.A. EMERGENCY CONTACT: 800-424-9300  
 FROM SHIPPER: ABCD CHEMICAL CORP NIAFALLS NY  
 TO CONSIGNEE: WXYZ CORP COVINGTON VA

### Appendix A, continued

PAGE:002

10 HOKX 111279 L T104 4935240 4935240 COVINGTONVA WESTVACO CA 290 1112

\*\*\*\*\*  
 \* HAZMAT \* 0000001 TC//0197200 LB//UN1824//SODIUM HYDROXIDE SOLUTION//  
 CLASS 8//PG II//RQ (SODIUM HYDROXIDE)//  
 \*\*\*\*\*  
 STCC=4935240  
 U.S.A. EMERGENCY CONTACT: 800-424-9300  
 FROM SHIPPER: ABCD CHEMICAL CORP NIAFALLS NY  
 TO CONSIGNEE: WXYZ CORP COVINGTON VA

11 UTLX 24617 L T104 3295956 LIMESTO COVINGTONVA WESTVACO CA 290 1113

12 GACX 8213 L C712 4918723 4918723 COVINGTONVA WESTVACO CA 290 1112

\*\*\*\*\*  
 \* HAZMAT \* 0000001 C4//0200180 LB//UN1495//SODIUM CHLORATE//  
 CLASS 5.1//PG II//ERP : 2-1209//ERP PHONE: (8198438771)  
 \*\*\*\*\*  
 STCC=4935240  
 U.S.A. EMERGENCY CONTACT: 613-996-6666  
 FROM SHIPPER: PML INDUSTRIES DARDEN TN  
 TO CONSIGNEE: MJS INCORPORATED GREENSBORO NC

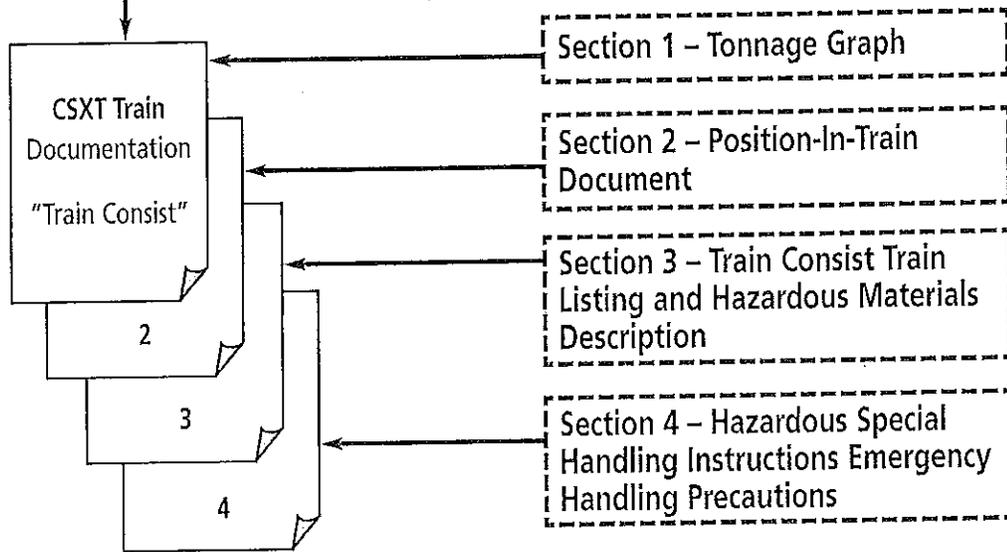
13 ECUX 882386 L C214 2821144 PLASTIC STAUNTON VA REXROSINT CA 221 5653

14 VAPX 91079 E H350 1121290 EMPTY CLIFORGE VA CMSCOAL CA 278

15 BB 7068 L A302 1051410 BAUXITE RIVERGATEOR ORESTEMIL LESUP

GRAND  
 TOTAL MERCHAN PIG FLAT COAL PERISH AUTORAK TOTAL TOTAL TOTAL  
 L E L E L E L E L E L E TONS LENGTH AXLE  
 10 5 10 5 1,322 892 60  
 -EOT-0116LINES-F3M#000011

**The paperwork carried by a CSXT train crew is a multi-page document made up of four basic sections.**





## Appendix A, continued

<b>Railcar WAYBILL</b>
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712-

CSX TRANSPORTATION

-712

HOKX 111001

T104

03/31/06

81896

10001 COVINGTON

VA

15225

NIAGRA FALLS

NY

ABCD CHEMICAL CORP  
 MAIN ST & CROSSING AVE  
 NIAGRA FALLS NY 14302

03/31/06

WXYZ CORP  
 RAILROAD ROAD  
 COVINGTON VA 24426

03/31/06

49 352 40

1 T/C SODIUM HYDROXIDE SOLUTION  
 8  
 UN1824//PG II  
 RQ (SODIUM HYDROXIDE)  
 U.S.A. EMERGENCY CONTACT :  
 8004249300  
 SHIPPER CONTACT :  
 CHEMTREC  
 HAZMAT STCC=4935240  
 \*\*\*\*\*END OF HAZMAT DATA \*\*\*\*\*

A waybill is the shipping document for a single railcar. Waybills are not normally carried in train service.

They are available for printout in the event of an emergency.

As with other shipping documents, freight car waybills can be faxed or otherwise transmitted to emergency responders in the field.

## APPENDIX B

# RECOMMENDED PRACTICES FOR SHELTER-IN-PLACE

The purpose of sheltering in place is to protect people from the affects of a natural disaster or to prevent people from being exposed to a hazard from an industrial or transportation-related chemical release. The following steps represent recommended practices for sheltering in place:

1. Remain calm.
2. If you are outdoors, gather your family members and pets and go inside immediately. If you are in a car, close windows and vents.
3. In the event of a chemical emergency, try to make your building airtight so that outside air cannot enter. For example:
  - Close all doors to the outside and close and lock all windows.
  - Building superintendents should set all ventilation systems to 100% re-circulation so that no outside air is drawn into the structure. Where this is not possible, ventilation systems should be turned off.
  - Turn off all heating systems.
  - Turn off all air conditioners and switch inlets to the "closed" position.
  - Turn off all exhaust fans in kitchens, bathrooms and other spaces.
  - Seal gaps under doorways and windows with wet towels and duct tape.
  - Seal gaps around windows and air-conditioning units, bathroom and kitchen exhaust fans and stove and dryer vents; use duct tape and plastic sheeting, wax paper or aluminum foil.
  - Close all fireplace dampers.
  - Close as many internal doors as possible.
  - Minimize use of elevators in buildings, as these tend to "pump" outside air in and out of a building as they travel up and down.
4. Move to an interior room (or hallway) with no windows or doors to the outside. You may want to bring a cooler with drinks and snacks, a battery-powered flashlight and a battery-powered radio into the place that you have chosen.

### *Appendix B, continued*

5. If an explosion is possible, close drapes, curtains and shades over windows. Stay away from external windows to prevent potential harm from flying glass.
6. Stay indoors until you receive official notice it is safe to go out or until you are asked to leave the area. Tune into the Emergency Broadcasting System (EBS) on the radio or television for further information and guidance.

It is vital to maintain communications with competent persons sheltering inside buildings to advise them about changing conditions.

#### Sources:

- (a) Preparedness for Hazardous Materials Emergencies in Railyards: Guidance for Railroads and Adjacent Communities, Federal Emergency Management Agency (FEMA), September 1991.
- (b) Emergency Response Guidebook (ERG), U.S. Department of Transportation
- (c) Guide for All Hazard Emergency Planning Federal Emergency Management Agency (FEMA), September 1996

## APPENDIX C

### USEFUL WEB LINKS

CSXT Emergency Response to Railroad Incidents Self Study Program for Emergency Responders – <http://www.csxhazmat.kor-tx.com>

American Chemistry Council – <http://www.americanchemistry.com/>

American Short Line and Regional Railroad Association – <http://www.aslrra.org/>

Association of American Railroads – <http://www.aar.org/>

CANUTEC (Canadian Transport Emergency Centre) – <http://www.tc.gc.ca/canutec/>

CHEMTREC (Chemical Transportation Emergency Center) – <http://www.chemtrec.com/>

Chlorine Institute – <http://www.cl2.com/>

ERG On-line – <http://hazmat.dot.gov/pubs/erg/gydebook.htm>

Federal Emergency Management Agency – <http://www.fema.gov/>

Federal Railroad Administration – <http://www.fra.dot.gov/site/index.htm>

National Transportation Safety Board – <http://www.nts.gov>

Operation Respond – <http://www.oreis.org>

Transport Canada – <http://www.tc.gc.ca/rail/menu.htm>

Transportation Technology Test Center, Emergency Response Training Center – <http://www.aar.com/ertc/index.htm>

U.S. Department of Transportation – <http://www.dot.gov>

U.S. Fire Administration (National Fire Academy) – <http://www.usfa.fema.gov/>

## APPENDIX D

# ACRONYM LIST

ACC	American Chemistry Council
AAR	Association of American Railroads
BOE	Bureau of Explosives (AAR)
CAER	Community Awareness and Emergency Response
CFR	Code of Federal Regulations
CHEMTREC	Chemical Transportation Emergency Center
CIA	Central Intelligence Agency
CSXT	CSX Transportation, Inc.
DHS	United States Department of Homeland Security
DOD	United States Department of Defense
DOT	United States Department of Transportation
EBS	Emergency Broadcasting System
EMS	Emergency Medical Services
EPA	United States Environmental Protection Agency
ERG	Emergency Response Guidebook
FBI	Federal Bureau of Investigation
FEMA	Federal Emergency Management Agency
FRA	Federal Railroad Administration
HAZWOPER	Hazardous Waste Operations Emergency Response, 29 CFR 1910.120
HMERP	Hazardous Materials Emergency Response Plan
ICS	Incident Command System
LEPC	Local Emergency Planning Committee
MSDS	Material Safety Data Sheets
NA	North America
NENA	National Emergency Number Association
NTSB	National Transportation Safety Board
OREIS <sup>®</sup>	Operation Respond Emergency Information System
OSHA	Occupational Safety and Health Administration
PSCC	CSXT's Public Safety Coordination Center
PIH	Poisonous by Inhalation (Synonymous with TIH)
PIO	Public Information Officer
SCBA	Self-Contained Breathing Apparatus
STB	Surface Transportation Board
STCC	Standard Transportation Commodity Code
STRACNET	Strategic Rail Corridor Network
TRANSCAER <sup>®</sup>	Transportation Community Awareness and Emergency Response
TIH	Toxic Inhalation Hazard (Synonymous with PIH)
TSA	Transportation Security Administration
UN	United Nations
USCG	United States Coast Guard



APPENDIX E



REQUEST FOR HAZARDOUS MATERIALS DENSITY STUDY  
(To Request a List of Hazardous Materials Transported Through a Community)

Organization Requesting Density Study: \_\_\_\_\_

Contact Person: \_\_\_\_\_

Phone Number: \_\_\_\_\_

Email Address: \_\_\_\_\_

Mailing Address: \_\_\_\_\_  
(Street Address)

(City, State, Zip)

Geographical Description of Area for study: \_\_\_\_\_

By signing below I acknowledge and agree to the terms set forth by CSX Transportation, Inc. for use and dissemination of the information contained within the CSXT Hazardous Materials Density Study. I affirm that the information provided by CSXT in this report will be used solely for and by bonafide emergency planning and response organizations for the expressed purpose of emergency and contingency planning. This information will not be distributed publicly in whole or in part without the expressed written permission of CSX Transportation, Inc.

(Signature of person requesting density study)

Return Completed Form to: CSXT, Director-Hazardous Materials Systems  
500 Water Street  
J-275  
Jacksonville, FL 32202 or Fax 904-245-2867

For CSXT Use Only

Director, Hazardous Material Systems Approval: \_\_\_ Yes \_\_\_ NO Date: \_\_\_\_\_

Crisis Communication Manager:

Date Request Received: \_\_\_\_\_

Date Report Generated: \_\_\_\_\_

Date Report Sent: \_\_\_\_\_





CSX Environmental Field Services



Safety is a way of life.

How tomorrow moves [CSX]



**In case of emergency on  
CSXT property or equipment, please call the  
Public Safety Coordination Center (PSCC)  
at 800-232-0144.**

This emergency planning guide was produced by CSX Transportation and the CSXT Hazardous Material Systems Team, a Transcaer® partner.