

## Summary

# Regional Incident Survey Team (RIST) Report

## Eastern-0902-Transportation

### Regional Incident Survey Teams (RIST)

RISTs gather information for the National Hazardous Materials Fusion Center. RISTs are composed of individuals from around the country who are skilled and experienced in hazardous materials (hazmat) response or experienced in the hazmat industry. RIST members are part of a team invited by a local jurisdiction or state authority to conduct a survey of an incident response of interest and record information from the responder's perspective. In no case is the data intended to be used to criticize or condemn response actions, but rather to share lessons learned and smart practices with other emergency responders who may face a similar response.

### Incident Type

Transportation

### Container

Motor carrier (MC) 306

### Hazardous Material

Fuel (home heating) UN 1202

## Overview

On a late, spring afternoon in an eastern, rural United States community, an MC 306 carrying approximately 30.28 kl (8,000 gal.) of home heating fuel placarded 1203, was struck by a small pick-up truck that ran a stop sign at a four-way intersection. The local weather conditions were clear skies, temperature at 15°C (59F°), relative humidity at 29 percent, and winds out of the NE at 21 kph (13mph). At 1501 hours, the local 9-1-1 received a report of a tractor trailer rollover with unknown injuries. The caller also stated there was a chemical leaking from the tanker.



An off-duty firefighter in the area arrived on scene shortly after the accident occurred and reported a tanker overturned with placard number 1203. The driver of the tanker reported to the first responder that the truck is carrying home heating fuel (UN 1202). The firefighter relayed this information to his/her dispatch center. The first arriving chief officer established command and reported the tanker leaking from splits in the front and rear compartments and that a small pick-up was pinned under the tanker with the operator entrapped.

On scene operations began by foaming the leaking areas and extricating the occupant of the pick-up. Other crews attempted to control the leaking fuel with wooden wedges, plugs, inert clay and air bags with little success. Local public works personnel arrived and began building a retention area downstream from the tanker and diverted flow away from wetlands.

Hazmat size-up reported the following: remains of white pick-up is 75 percent covered by the tanker, the front # 1 compartment is leaking in the lower corner into sandy soil, and the rear #5 compartment is leaking in the lower rear corner. Early estimates were that each puncture was leaking 37-56 liters (10-15 gallons) per minute.

Prior to entry operations, hazmat was advised that the local power company representatives were giving notice of a set back to controlling the overhead electrical lines.

Hazmat team members made entry to assess the tanker compartment load levels and began drilling and recovery operations. Hazmat estimates that 42.36 kiloliters (11,190 gallons) of fuel and water are recovered.

## Lessons Learned

- Recent hazardous materials training was valuable to first responders.
- The placard on the container was misleading.
- Utilizing the *Emergency Response Guidebook (ERG)* could have been helpful in establishing isolation areas.
- Existing automatic mutual aid brought additional command staff to the scene.
- The local emergency responder's years of participation in a Regional Emergency Planning Committee played a significant role in the successful interagency cooperation and command structure for this incident.
- State police units stated they could not communicate with other agencies due to lack of radio interoperability.
- Scene access control was difficult. Many agencies interviewed said bystanders and other responders were without personal protective equipment (PPE) in the immediate area of the tanker.
- Some agencies felt that it was difficult to identify responders who had a role in this emergency from other bystanders.

For more information on this and other incidents visit the National Hazardous Materials Fusion Center at <http://www.hazmatfc.com/>