

Summary

Regional Incident Survey Team (RIST) Summary

Eastern-0901-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

Overtaken tanker

Container

Motor Carrier (MC)-312

Hazardous Material

Hydrogen fluoride (aqueous)

Overview

This incident involved a modified MC-312 carrying 33,000 pounds (approximately 4,000 gallons) of hydrogen fluoride, anhydrous, United Nations (UN) ID# 1052. The truck failed to negotiate a curve in a limited access, divided highway and rolled over. Initially, command was unified with state police and fire. Additional agencies including county emergency management, county hazardous materials personnel, and clean-up contractors were added as they arrived.



Initial scene operations were to isolate the area, close the highway both north and south bound, and to consider evacuation. Size up revealed no visible leak. The secondary driver self-extricated and advised the Incident Commander (IC) that he had contacted his company and they in turn dispatched a clean-up contractor.

Approximately 400 people were evacuated with 95 residents reporting to the designated emergency shelter at a local high school. Local fire and Emergency Medical Services (EMS) personnel performed a door-to-door notification of residences in the evacuation area.

Lessons Learned

- The use of CHEMical TRAnspOrtation Emergency Center (CHEMTREC) by state police provided a second resource for information related to the material involved.

- The use of the *Emergency Response Guidebook* (ERG) proved to be of value in assisting the IC in making decisions regarding isolation and command post location.
- Key agencies were not represented at times when critical decisions were made. There appeared to be some confusion regarding the role of the county Emergency Operations Center (EOC) in the incident.
- Early on there was some disagreement between police and fire agencies about the importance of lane closures on both sides of the highway. Fire responders during interviews stated that the issue of lane closures was an ongoing problem.
- Key decisions were made very early into this incident related to the logistics involved in evacuating the entire community. The relationships of the local responders with the local school district and many local retailers in this small community made logistical problems much easier to overcome.
- Risk-based decisions are critical to ensure that all situations are handled based on the conditions of each specific incident. In this incident a well qualified technical team from a clean-up contractor assisted the IC in making the decision to allow the tanker to be up righted with product.

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