



**Crashworthiness-Survival Factors Investigation Attachment
PTEPP Section 9.0 Liaison with Emergency Responders**

Joplin, Montana

RRD21MR017

(4 pages)

9.0 LIAISON WITH EMERGENCY RESPONDERS

Availability of Training Materials: Amtrak will make its emergency preparedness and response training materials available to emergency responders in operating areas. This action is to help increase the level of competency if the responders participate in a simulated or actual emergency event.

Training materials for first responders may include, but are not limited to, classroom, video instruction, and workbook exercises. The standard course is a four (4) hour emergency responder safety and security course entitled "Passenger Train Emergency Response" (PTER). The PTER course is delivered to local emergency first responders by Amtrak's Regional Emergency Manager (REM).

Training shall focus on the railroad environment, railroad operations, emergency access to passenger cars, their respective hazards and safety precautions, and the typical location of railroad facilities and equipment.

Methods of communications between railroad officials and emergency response crews shall also be covered, as well as the need for development of a pre-plan. A critical part of communications between railroad officials and emergency response crews is the location of and any additional information available on passengers with disabilities.

Whenever possible, Amtrak will offer this training directly to the on-line response agency or organization. The training materials will be provided to the responsible official(s) within the appropriate emergency response organizations (e.g., State training institutes, firefighter organizations, police academies, local emergency response teams).

When training is not provided directly Amtrak shall provide training materials to first responder agencies.

Amtrak Emergency Preparedness will determine the adequacy of the training effort, by periodically reviewing the presentation of the course and conducting site visits. Assistance and direction shall be provided, as necessary. A comprehensive list of agencies and jurisdictions who have completed Amtrak's PTER training program and participated in full scale simulations is maintained by Amtrak Emergency Preparedness.

Distribution of Emergency Plan: In addition to training requirements, Amtrak shall also ensure that an appropriate number of copies of this Plan (or applicable portions thereof) are offered to all emergency response organizations that may be required to participate in an emergency situation or simulation. Plans will be distributed by hard copy, electronic mail or electronic document sharing websites if available.

Amtrak shall distribute copies of this Plan if significant changes are made in the Plan or once every three years as per regulation. Of particular interest to response organizations are routes, physical characteristics, car diagrams and peculiarities of the Amtrak route. The names, titles, and contact telephone numbers of railroad officials must also be provided to ensure adequate communication and coordination. Supplemental material containing geographically specific information may also be provided to local first responder agencies during PTER training.

Amtrak's training programs offer this information and the training stresses the need to pre-plan and gather geographic and equipment information in advance of an emergency.

Full-Scale Simulations: In accordance with 49 CFR, Part 239, Section 239.103 (b) (3) Amtrak, as part of its intercity passenger train service, conducts one full-scale emergency simulation during each calendar year.

Emergency simulations will be performed in consideration of the variety of emergency scenarios that could reasonably be expected to occur during normal operation.

Drills shall include participants from the disabled community when possible to provide an opportunity to responders to familiarize their agencies with evacuation procedures for passengers with disabilities on trains, and equipment required to assist with removal of passengers with disabilities.

Debriefing and Critique: Following each passenger train emergency situation or full-scale simulation Amtrak will conduct a debriefing and critique session to determine the effectiveness of this emergency preparedness plan. Information and feedback received during the debrief and critique session will be used to appropriately revise, update or amend the plan. In the event that a first response agency is not available to attend the debrief and critique session following a simulation, they may request copies of training materials and after action reports through Amtrak Emergency Preparedness.

The debrief and critique session shall be conducted within 60 days of the emergency situation or full-scale simulation.

The purpose of the debrief and critique session is to determine;

- (1) Whether the on-board communications equipment functioned properly;
- (2) How much time elapsed between the occurrence of the emergency situation or full-scale simulation and notification to the emergency responders involved;
- (3) Whether the control center promptly initiated the required notifications;
- (4) How quickly and effectively the emergency responders responded after notification; and

- (5) How efficiently the passengers exited from the car through the emergency exits.

Amtrak Emergency Preparedness maintains the records of its debriefing and critique sessions for two calendar years after the end of the calendar year to which they relate.

All records must contain the following information:

- (1) Date and location of the passenger train emergency situation or full-scale simulation
- (2) Date and location of the debriefing and critique session; and
- (3) Names of all participants in the debriefing and critique session.

These records shall be made available to representatives of FRA and States participating under part 212 of this chapter for inspection and copying during normal business hours.

Exceptions: A debriefing and critique is not required under the following circumstances: an emergency situation involving only a collision between passenger railroad rolling stock and: a pedestrian; a trespasser; or a motor vehicle or other highway conveyance at a highway-rail grade crossing, provided that the collision does not result in: a passenger or employee fatality, or an injury to one or more crewmembers or passengers requiring admission to a hospital; or the evacuation of a passenger train.

For purposes of this section, highway-rail grade crossing means a location where a public highway, road, street, or private roadway, including associated sidewalks and pathways, crosses one or more railroad tracks at grade, and trespasser means a person who is on that part of railroad property used in railroad operation and whose presence is prohibited, forbidden, or unlawful.

See Attachment III for a copy of Amtrak's debrief and critique form.

10.0 ON-BOARD EMERGENCY EQUIPMENT

General: A list of standard on-board emergency equipment per passenger car includes at a minimum, the following:

- One fire extinguisher per passenger car (Type ABC/ref SMP 38603)
- One pry bar per passenger car (AMMS # 45 450 03007)
- One flashlight per on-board crewmember
- One standard equipped first aid kit per each passenger train that is accessible to crew members and includes, at a minimum;
 - 2 small gauze pads (at least 4×4 inches);
 - 2 large gauze pads (at least 8×10 inches);