

Incident Name: Reed Point MT Bridge Derailment

Period: Period 1 [07/02/2023 05:00 - 07/04/2023 05:00]

Approved By

Federal OSC: Peronard, Paul (EPA)

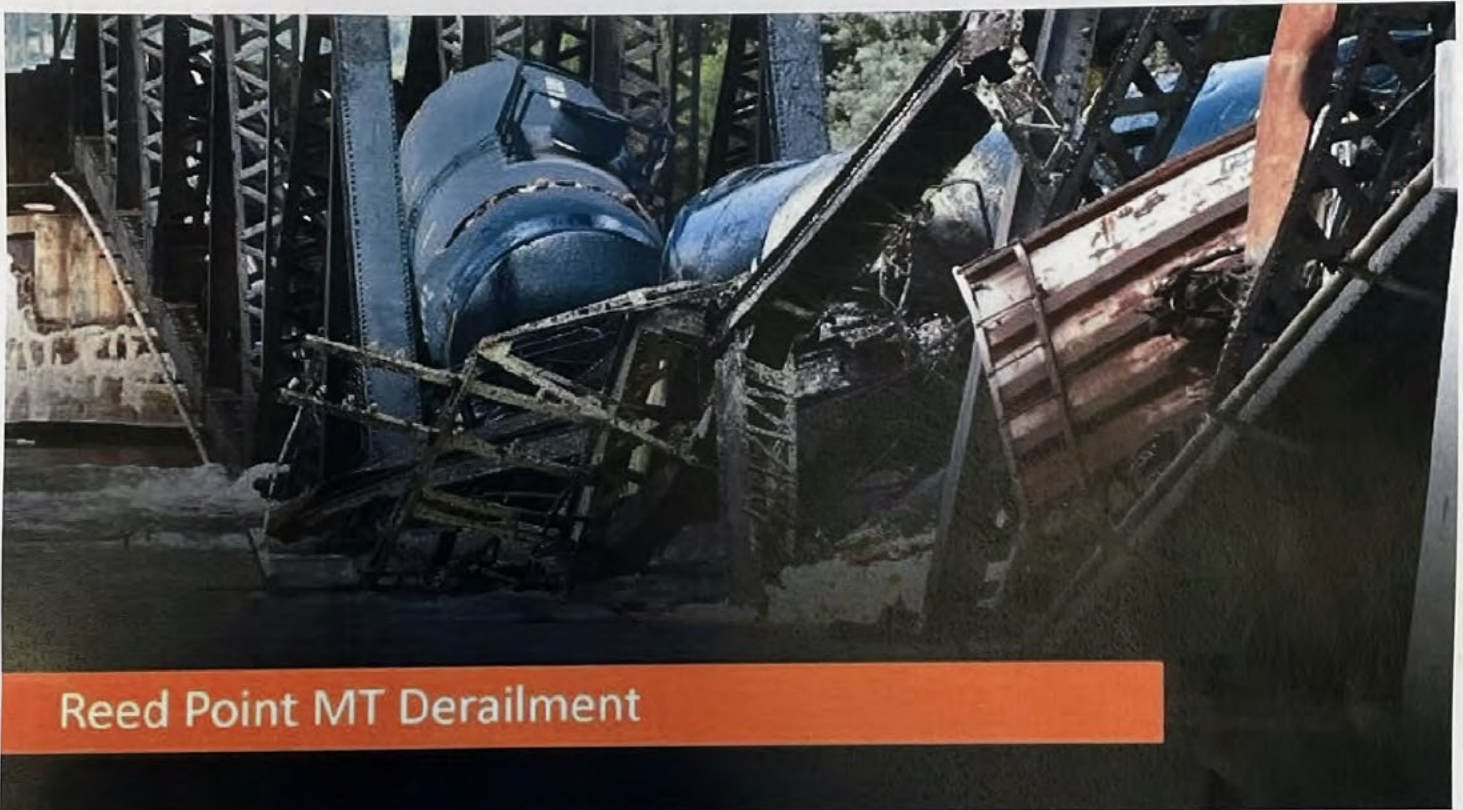
State OSC: Anderson, Chad (MT DEQ)

Local OSC: Stamey, David (Stillwater County)

Incident Commander: Carpenter, Jeff (MRL)

Incident Action Plan

Cover.PNG



Reed Point MT Derailment

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ICS 202 - Incident Objectives		Version Name: Period 1	
Incident Name: Reed Point MT Bridge Derailment		Period: Period 1 [07/02/2023 05:00 - 07/04/2023 05:00]	
Objective			
Provide for the Safety of the Public and Response Personnel			
Source control – transfer and safely store asphalt and sulfur cars			
Keep the Public Informed of Response Activities			
Begin planning for site restoration			
Plan for tank-car removal, disposal and transportation of associated waste			
Maximize Protection of Environmentally and Culturally Sensitive Areas and Water intakes			
Assessing environmental impacts (public water supply – waterway monitoring – wildlife – irrigation ditches)			
Preserve Evidence for Investigation			
Operational Period Command Emphasis (Safety Message, Priorities, Key Decisions/Directions)			
Assessing environmental impacts (shoreline) and water intakes			
General Situation Awareness (Safety bullets, Weather, etc.)			
Maintain situational awareness during all operations near work site			
Watch for slip, trips, and falls			
Utilize proper PPE – include PFD if near the water			
Incident Action Plan Components			
<input checked="" type="checkbox"/>	IAP Cover Sheet	<input checked="" type="checkbox"/>	ICS 205 - Radio Communications
<input checked="" type="checkbox"/>	ICS 202 - Incident Objectives	<input checked="" type="checkbox"/>	ICS 202a - Command Direction
<input checked="" type="checkbox"/>	ICS 202b - Critical Information Requirements	<input checked="" type="checkbox"/>	ICS 204 - Assignment List
<input checked="" type="checkbox"/>	ICS 205 - Radio Communications	<input checked="" type="checkbox"/>	ICS 206 - Medical Plan
<input checked="" type="checkbox"/>	ICS 207 - Organization Chart	<input checked="" type="checkbox"/>	ICS 208 - Site Safety Plan
<input checked="" type="checkbox"/>	ICS 232 - Resources at Risk	<input checked="" type="checkbox"/>	ICS 232 - Resources at Risk
<input checked="" type="checkbox"/>	ICS 232 - Resources at Risk	<input checked="" type="checkbox"/>	Weather Report
<input type="checkbox"/> Approve Site Safety Plan Located at :			
ICS 202 - Incident Objectives		Updated 07/01/2023 16:12 MDT UTC-6	
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ICS 202a - Command Direction		Version Name: Period 1	
Incident Name: Reed Point MT Bridge Derailment		Period: Period 1 [07/02/2023 05:00 - 07/04/2023 05:00]	
Priorities			
People			
Control the Source			
Environment			
Assets			
Incident Investigation			
Resumption of Commerce			
Limitations and Constraints			
<ul style="list-style-type: none"> • Weather Conditions • Heat Stress & Work/rest Rotation Requirements • Night Operations (Limited) • Location of the Incident • Geography/terrain • Transportation/Logistics • Scheduled events/Crop Irrigation • Permits • Wildlife activities (fish, birds, mammals, including endangered species) • Archaeological and cultural sensitive sites • Access to Shoreline (Tribal, Private, Public Lands) • Spilled Material Characteristics (monitoring/PPE requirements) • Community/Media Perception • Evidence Preservation • Delegation of Authority Limitations • Disposal of Waste • Wreck Removal 			
ICS 202a - Command Direction		Updated 07/01/2023 06:35 MDT UTC-6	
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ICS 202a - Command Direction	Version Name: Period 1		
Incident Name: Reed Point MT Bridge Derailment	Period: Period 1 [07/02/2023 05:00 - 07/04/2023 05:00]		
Key Decisions and Procedures			
<p>Key Decisions</p> <ul style="list-style-type: none"> • Makeup of UC - Federal (EPA), State (Montana DEQ), Local (Stillwater County Fire), & RP (MRL) • Name of Incident = Reed Point MT Bridge Derailment • Overall Response Organization - Staffing <ul style="list-style-type: none"> ◦ Operations Section Chief & Deputy OSC = MRL & BNSF Contractor ◦ Planning Section Chief & Deputy PSC = BNSF Contractor ◦ Logistics Section Chief = BNSF Contractor ◦ Finance Section Chief = MRL ◦ Safety Officer = MRL ◦ Public Information Officer = EPA (JIC) ◦ Liaison Officer = DES ◦ Environmental Unit Leader = MRL • Command Post - Incident Location • Joint Information Center - Fire Station • Operational Period and work hours - 48 Hours. Daylight Hours for shift work, heating of rail cars will take place during night time hours. • All external releases of information should be approved by UC <p>Procedures</p> <ul style="list-style-type: none"> • Resource Requests / Ordering Process (ICS 213 RR) - • Press Releases / External Reporting Procedures - • External Reporting Review by Agency - ICS 209 • Operational Security Process - 24 Hr Security • Documentation Process and Guidelines - • Finance Operating Guidelines - • Claims Process - • Demobilization Process - 			
ICS 202a - Command Direction		Updated 07/01/2023 06:35 MDT UTC-6	
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Incident Name: Reed Point MT Bridge Derailment

Period: Period 1 [07/02/2023 05:00 - 07/04/2023 05:00]

Critical Incident Reporting Threshold (Critical Information Reports):

Notify Incident Commander/Unified Command immediately face-to-face either in person or video conferencing for any of the following:

- Death or injury beyond first aid
- Agricultural Impacts
- Critical response equipment status change
- Change in the source status
- Critical weather events
- Fisheries closure / advisories
- Public infrastructure closures (parks, boat ramps, railroads, roads, etc.)
- Protests / demonstrations
- Significant security issues
- VIP visits
- Discovery of dead or oil impacted wildlife
- Adverse media coverage or stakeholder input
- Affected public seeking medical attention
- Significant response events
- Any unaccounted for, or unauthorized personnel in the field
- Special requests from agencies
- Cultural artifacts discovery

ICS 204 - Assignment List

Branch: Railroad Branch

Incident Name: Reed Point MT Bridge Derailment

Period: Period 1 [07/02/2023 05:00 - 07/04/2023 05:00]

Operations Personnel

Position	Name	Affiliation	Contact Number(s)	Shift
Operations Section Chief	Brown, Bridgette	EMSI	[REDACTED]	
Operations Section Chief	Farner, James	BNSF Railway	[REDACTED]	
Operations Section Chief	Rahl, Mike	Montana Rail		
Operations Section Chief	Harris, Cody	Whitewater Rescue Institute - (WRI)	[REDACTED]	
Director	Rahl, Mike	MRL		

Resources Required

Area Of Operation	Resource Kind	Description	Quantity	Size
Railroad Branch	Manpower: Operator	Wrecking Ops Personnel (MRL)	30 each	
Railroad Branch	Equipment: Heavy	Crane	1 each	
Railroad Branch	Equipment: Heavy	Bull Dozer	4 each	
Railroad Branch	Equipment: Heavy	Wench cat/Pipe Puller	4 each	
Railroad Branch	Equipment: Heavy	Excavator	3 each	
Railroad Branch	Safety Boat	Safety Boat	2 each	
Railroad Branch	Manpower: Responder	Boat Operator	2 each	
Railroad Branch	Manpower: Responder	Swiftwater Rescue Tech/EMT	2 each	
Railroad Branch	Equipment: Heavy	Rock Truck	3 each	
Railroad Branch	Equipment: Heavy	Pile- Driver	1 each	
Railroad Branch	Heave Comp Crane	Heave Comp Crane	2 each	
Railroad Branch	Miscellaneous	Cutting Equipment	1 each	
Railroad Branch	Equipment: Heavy	Man- Basket	1 each	
Railroad Branch	Tank Trailer	Water Tender	1 each	6000 gallon (s)
Railroad Branch	Air Compressor	Air Compressor	1 each	375 cubic feet/minute
Railroad Branch	Generator	Generator- Diesel Powered	1 each	275000 volt(s)
Railroad Branch	Heater	Boiler	1 each	200 foot pound
Railroad Branch	Flexible Pipe	3" Petroleum Transfer Hose	450 feet	450 feet
Railroad Branch	Manpower: Operator	Transfer Ops (BNSF)	12 each	
Railroad Branch	Transfer Pump	3" Hydraulic	1 each	300 cubic feet/minute
Railroad Branch	Hydraulic Power Pack	Hydraulic Power Pack	1 each	45 horsepower
Railroad Branch	Light Plants	Light Plants	2 each	
Railroad Branch	Utility Truck	Utility Truck	1 each	
Railroad Branch	Pickup Truck	Pickup Truck	3 each	
Railroad Branch	Stake Truck	Stake Truck	1 each	

ICS 204 - Assignment List

Updated 07/01/2023 14:43 MDT UTC-6

ICS 204 - Assignment List

Branch: Railroad Branch

Incident Name: Reed Point MT Bridge Derailment

Period: Period 1 [07/02/2023 05:00 - 07/04/2023 05:00]

Resources Required

Area Of Operation	Resource Kind	Description	Quantity	Size
Railroad Branch	Fuel Tank	Fuel Tank	1 each	1000 gallon (s)
Railroad Branch	Air Monitor - MultiRAE	Air Monitor - MultiRAE	1 each	

ICS 204 - Assignment List

Branch: Railroad Branch

Incident Name: Reed Point MT Bridge Derailment

Period: Period 1 [07/02/2023 05:00 - 07/04/2023 05:00]

Assignments

Who: Ballard Marine, Sletten, Patrick, and Roadarmel are providing a majority of personnel and equipment to remove the cars that are in the Yellowstone River. MRL contractors are on site providing rocks and gravel to incident location for the constructing of the causeway and access roads to the waters edge and temporary holding area.

What: The use of one large high angle crane, 4 pipe pullers, multiple bull dozers, multiple excavators, and personnel to accomplish the removing of rail cars.

When: Daylight hours

Where: Bridge 51 (MRL identifier)

Who: Ballard Marine

What: The use of magnesium burn rods to cut large portions of metal bridge structure. Craning operations for stability during cutting and safely removal of cut portions. Placed on ground for RR and Federal agency investigation(s).

When: Daylight hours

Where: Bridge 51 (MRL Identifier)

Who: BNSF and US Ecology

What: On-site steam heating of three loaded asphalt cars remaining (derailed) on the eastern span of bridge. All three cars are being heated simultaneously with prioritizing the cars from west to east. The ideal product temperature will be between 300 and 320 F degrees. The steam is supplied to the steam inlet with recovery from the steam outlet returning to the boiler. Once derailed car reaches ideal temperature, confirmation using an Infrared Thermometer and confirming the viscosity of the product within the car will allow transfer. Prior to transferring a pressure test at one and a half times the transfer pressure will be conducted to ensure there are no leaks detected with any and all hoses and fittings. Any leaks that are detected must be secured prior to transferring and another satisfactory pressure test completed. All derailed cars will have secondary containment in place under the bottom outlet valve during transfer operations.

The product is accessed from the bottom outlet valve and transferred to the receiving car through a man-way cover plate with cam-lock on top of the tank car. Transfer operations will utilize a pressure differential, 20-25 psi, supplied via 375 cfm compressor, will be pushed into the derailed tank car with a valve that has been plumbed in place of a vacuum breaker. The receiving car being of ambient atmosphere allowing the product to be pushed to the pump and then the pump will assist transfer operation. Once the derailed car is confirmed empty the bottom outlet valve will be closed. The hose will have a blow down fitting attached to the bottom outlet valve and air will be introduced to the tank car to blow down any remaining asphalt and transferred to the receiving car. All receiving cars will be gauged, measure from top of liquid to top of rail car, for outage and sealed, placing a security seal/lock on man-way and teh protective housing, by US Ecology. Seal numbers and outage will be provided to Situation Unit Leader.

CTEH is providing an AreaRAE, US Ecology is providing an MultiRAE on top of tank car access as needed for air monitoring. Periodic tank car volume monitoring with utilization of the MultiRAE for air monitoring readings.

**** NO PERSONS will be on the tank cars during transfer operations. ****

There is an air actuated valve(s) at the bottom outlet valve that require compressed air to remain open, and can be engaged from the shore side to close the valves and stop product flow.

Planned operations: Once the three receiving cars are loaded, they will be moved to the Craver Siding, Appox 5 miles east of incident location. Utilizing two specialized heavy lift cranes and two side boom/wench-cats for derailed cars on the eastern span of the bridge. Once the cars are offloaded they will be removed from the bridge with the use of cranes and sidebooms one at a time.

When: Continuous heating operations 24/7. Transfer operations while no bridge work is being done (6-8 hour window). Crews are working a modified shift depending on temps

Where: On bridge and eastern shore. Heating ops on southside of tracks at bridge.

ICS 204 - Assignment List

Branch: Railroad Branch

Incident Name: Reed Point MT Bridge Derailment

Period: Period 1 [07/02/2023 05:00 - 07/04/2023 05:00]

Special Environmental Considerations

Containment pools under bottom outlet valves and hose connections. Limit disturbance using established pathways.

Special Site-Specific Safety Considerations

PFD/PPE
Equipment hazards
Pinch points
Line release
traffic
Weather

ICS 204 - Assignment List

Group: Rapid Assessment Group

Incident Name: Reed Point MT Bridge Derailment

Period: Period 1 [07/02/2023 05:00 - 07/04/2023 05:00]

Operations Personnel

Position	Name	Affiliation	Contact Number(s)	Shift
Operations Section Chief	Brown, Bridgette	EMSI	[REDACTED]	
Operations Section Chief	Farner, James	BNSF Railway	[REDACTED]	
Operations Section Chief	Rahl, Mike	Montana Rail		
Operations Section Chief	Harris, Cody	Whitewater Rescue Institute - (WRI)	[REDACTED]	
Supervisor	Challenger, Greg	Polaris Applied Sciences	[REDACTED]	
Supervisor	Graham, Andy	Polaris Applied Sciences	[REDACTED]	

Resources Required

Area Of Operation	Resource Kind	Description	Quantity	Size
Rapid Assessment Group	Manpower: Responder	Manpower: Responder	12 each	
Rapid Assessment Group	Work Boat	Work Boat	5 each	
Rapid Assessment Group	Manpower: Operator	Wildlife Observer	2 each	
Rapid Assessment Group	Manpower: Responder	Rapid Assessment Team	4 each	
Rapid Assessment Group	Manpower: Responder	Boat Operator	5 each	
Rapid Assessment Group	Manpower: Responder	Work Crew (4 personnel)	1 each	
Rapid Assessment Group	Manpower: Responder	Swiftwater Rescue Tech/First-Aid	5 each	

Assignments

Who: Rapid Assessment Team- Wildlife Care Network

What: Conduct assessment of impacted shoreline and develop Shoreline Treatment Recommendations for Ops Cleanup Crews. Recon and Recovery of oiled wildlife; care are necessary. Two-person teams will conduct searches of assigned Divisions by boat and on foot for oiled wildlife, and collect affected animals using standrad protocols.

Work crew onboard for recovery operations.

Conduct initial exam and humanely euthanize birds if suspect HPAI; Transport animals to wildlife facility in Reed Point. Care: conduct processing and care activities including complete appropriate logs. Collect and secure appropriate evidentiary samples. Provide best achievable care (clean, provide rehabilitation care, and condition for release, conduct pre-assessment); recommend release candidates to WBD for coordinated release with IC and UC.

When: Daylight hours

Where: Divisions A-D

Special Equipment / Supplies Needed for Assignment

Required on-water PPE

Special Environmental Considerations

Don't fuel boats over water. Bag and removal all trash, PPE and food waste. Avoid stepping on or near visible nesting areas. Us established paths. Do not trample vegetation. Implement AIS plan

Special Site-Specific Safety Considerations

PPE/PFD
boater safety
Equipment hazards
Weather

ICS 204 - Assignment List

Group: Environmental Protection Group

Incident Name: Reed Point MT Bridge Derailment

Period: Period 1 [07/02/2023 05:00 - 07/04/2023 05:00]

Operations Personnel

Position	Name	Affiliation	Contact Number(s)	Shift
Operations Section Chief	Brown, Bridgette	EMSI	██████████	
Operations Section Chief	Farner, James	BNSF Railway	██████████	
Operations Section Chief	Rahl, Mike	Montana Rail		
Operations Section Chief	Harris, Cody	Whitewater Rescue Institute - (WRI)	██████████	
Supervisor	Winslow, Nic	BNSF Railway	██████████	

Resources Required

Area Of Operation	Resource Kind	Description	Quantity	Size
Environmental Protection Group	Work Boat	Work Boat	2 each	
Environmental Protection Group	Manpower: Operator	Boat Operator	2 each	
Environmental Protection Group	Manpower: Responder	Swiftwater Rescue Tech/First-Aid	2 each	
Environmental Protection Group	Vehicle	Pickup Truck	2 each	
Environmental Protection Group	Boat Trailer	Boat Trailer	2 each	

Assignments

Who: Protection Group

What: Complete on water and land base resources at risk assessment and verification. Will continue risk and mitigation prioritization and stakeholder outreach.

When: Daylight Hours

Where: Yellowstone River

Special Equipment / Supplies Needed for Assignment

Required on-water PPE

Special Environmental Considerations

Don't fuel boats over water. Bag and removal all trash, PPE and food waste. Avoid stepping on or near visible nesting areas. Use established paths. Do not trample vegetation. Implement AIS plan

Special Site-Specific Safety Considerations

PPE/PFD
 boater safety
 Equipment hazards
 Weather

ICS 204 - Assignment List

Group: Tank Car Laydown Group

Incident Name: Reed Point MT Bridge Derailment

Period: Period 1 [07/02/2023 05:00 - 07/04/2023 05:00]

Operations Personnel

Position	Name	Affiliation	Contact Number(s)	Shift
Operations Section Chief	Brown, Bridgette	EMSI	[REDACTED]	
Operations Section Chief	Farner, James	BNSF Railway	[REDACTED]	
Operations Section Chief	Rahl, Mike	Montana Rail		
Operations Section Chief	Harris, Cody	Whitewater Rescue Institute - (WRI)	[REDACTED]	
Manager	Piper, Justin	BNSF Railway	[REDACTED]	

Resources Required

Area Of Operation	Resource Kind	Description	Quantity	Size
Tank Car Laydown Group	Manpower: Responder	Operators	4 each	
Tank Car Laydown Group	Bull Dozer	Bull Dozer	1 each	
Tank Car Laydown Group	Excavator	Excavator	1 each	
Tank Car Laydown Group	Manpower: Responder	Air Monitoring	1 each	
Tank Car Laydown Group	Crane	Crane	2 each	
Tank Car Laydown Group	Dump Truck	Dump Truck	1 each	
Tank Car Laydown Group	Shears	Shears	1 each	

Assignments

Who: BNSF, MRL and approved contractors

What: BNSF Engineering will build a pad east of ICP to stage and process rail cars. The pad will be separated into 3 areas. (Sodium Hydrosulfide, Sulfur, Asphalt). Sod will be pushed to the east for reuse. 2 access roads will be built for incoming/outgoing rail cars. An asphalt containment berm will be built on all 4 sides bottom sloping from the north to south.
 -Heavy equipment will be used to haul cars from their current location on the bank to the processing pad.
 -Sodium Hydrosulfide: Empty the product by pumping the remaining heel and triple rinse. Neutralize and test PH. Will have confined space protocols.
 -Sulfur: Shear the top of the tank car to access sulfur. Remove sulfur and pressure wash.
 -Asphalt: Cut access holes on down slope side of car. Drain asphalt to pit. Solidify as needed asphalt in containment pad area using sand. Load in trucks and dispose or recycle asphalt sand. Cut and disassemble cars for scrap.
 -Air monitoring will take place within the tank car laydown.
 -Notify FRA through MRL prior to dismantle.

When: Evening

Where: From the temporary tank holding area to the Tank Car Laydown Area

Special Environmental Considerations

Have containment and recovery equipment on site.

Special Site-Specific Safety Considerations

Contamination hazards association with a release.
 hydration
 First aid
 Fire Extinguisher
 Fire watch
 Hot work
 Heavy Equip Operations
 Cutting, storage, and loading operations
 H2S

Reed Point Montana Response

2. Operational Period Date/Time

INCIDENT PACE
COMMUNICATIONS
PLAN ICS-205p

3. Basic PACE Plan

	Site Location	Primary Method	Alternate Method	Contingency Method	Emergency Method	Remarks
	Command Post (ICP)	Cellular (Data)	Cellular (Voice/Text)	Email	In Person	
UNCLASS						
UNCLASS						
UNCLASS						
	RailRoad/Heavy Equip	BNSF AAR Analog	MRL2	Hand Signals	In Person	
UNCLASS		Channel 56	Channel 2			
UNCLASS						
UNCLASS						
	On Water Ops	Marine Band VHF Radio	Cellular	Hand Signals	In Person	
UNCLASS		Channel 68				
UNCLASS						
UNCLASS						
UNCLASS						
	Holmgren	Cellular (Data)	Cellular	Cellular (Voice/Text)	In Person	
UNCLASS	WRI					
UNCLASS	NRC					
UNCLASS						

4. Prepared By (Communications Unit)

5. Date/Time

Medical Aid Stations

Name	Location	Paramedic On Site	Phone	Radio
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Transportation (Ground and/or Air Ambulance Services)
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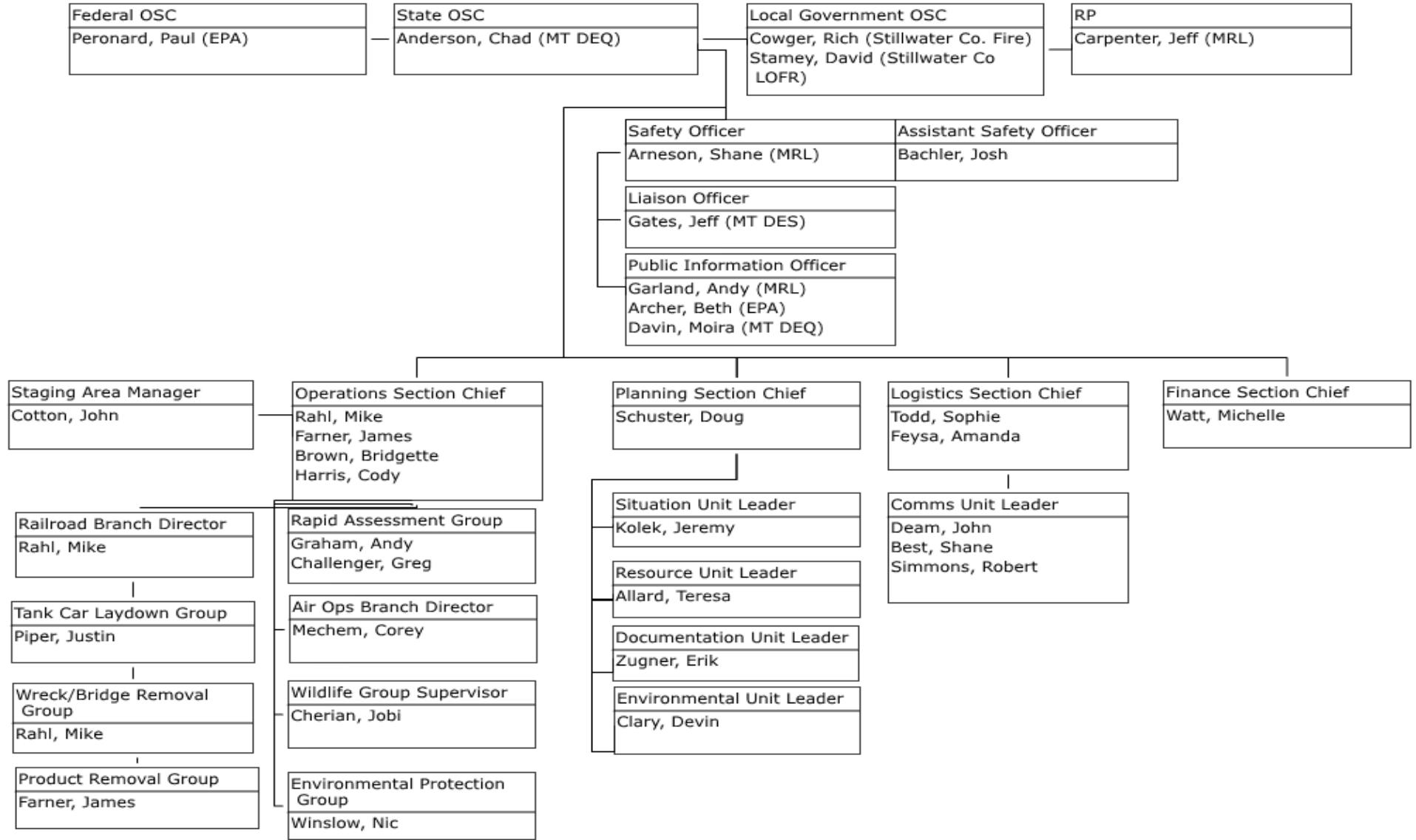
Ambulance Service	Location	Phone	Radio	Air	ALS
Help Flight	1233 N 30th St, Billings, MT 59101 45.6868, -109.4386	Ph1: 800-██████████		<input checked="" type="checkbox"/>	<input type="checkbox"/>
Columbus Fire and Rescue	944 E. Pike Ave., Columbus, MT 59019 45.6359796, -109.2470595	Ph1: 406-██████████		<input type="checkbox"/>	<input type="checkbox"/>

Hospitals

Hospital	Location	Phone	Radio	Air Travel Time	Ground Travel Time	Trauma Center	Helipad	Burn Center
Stillwater Billings Clinic	710 N 11th St Columbus, MT 59019 45.643456, -109.24324	406-██████████		7 min	30 min	II	<input checked="" type="checkbox"/>	<input type="checkbox"/>
St Vincent Healthcare	1233 N 30th St Billings, MT 59101 45.793102, -108.520218	406-██████████		35 min	1 hr	II	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Special Medical Emergency Procedures

UNIFIED COMMAND



ICS 208 - Site Safety Plan				Version Name: June 29, 2023				
Incident Name: Reed Point MT Bridge Derailment				Period: Period 1 [07/02/2023 05:00 - 07/04/2023 05:00]				
Applies to Site: Reed Point MT Derailment								
Site Characterization								
Water	River	Land	Gentle Slope	Weather	Sunny			
Wave Height		Land Use	natural	Air Temp	70 Fahrenheit			
Speed				Wind Speed				
Direction				Direction				
Site Hazards								
Yes	No	Hazards	Yes	No	Hazards	Yes	No	Hazards
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Boat Safety	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Heat Stress	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Steam and Hot Water
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Chemical Hazards	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Helicopter Operations	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Trenching/Excavation
<input type="checkbox"/>	<input checked="" type="checkbox"/>	Cold Stress	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Lifting	<input checked="" type="checkbox"/>	<input type="checkbox"/>	UV Radiation
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Confined Spaces	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Motor Vehicles	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Visibility
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Drum Handling	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Noise	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Weather
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Equipment Operations	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Overhead/Buried Utilities	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Work Near Water
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Electrical Operations	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Plants/Wildlife			
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Fatigue	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Pump Hose			
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Fire, Explosion, In-situ Burning	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Slips, Trips, and Falls			
Air Monitoring Limits								
Oxygen Level			Hydrogen Sulfide			Total VOCs		
LEL			Benzene					
Engineering Controls								
<input type="checkbox"/>	Source of release secured		<input type="checkbox"/>	Valve(s) closed		<input type="checkbox"/>	Energy sources locked/tagged out	
<input type="checkbox"/>	Site secured		<input type="checkbox"/>	Facility shut down		<input checked="" type="checkbox"/>	Monitoring heat for spillage	
Personal Protective Equipment Required								
<input type="checkbox"/>	Impervious suit		<input checked="" type="checkbox"/>	Hard hats		<input checked="" type="checkbox"/>	Boots	
<input type="checkbox"/>	Inner gloves		<input type="checkbox"/>	Respirators		<input checked="" type="checkbox"/>	High Viz Outerware	
<input type="checkbox"/>	Outer gloves		<input checked="" type="checkbox"/>	Eye protection				
<input type="checkbox"/>	Flame resistant clothing		<input checked="" type="checkbox"/>	Personal flotation				
Additional Control Measures Established								
<input type="checkbox"/>	Decontamination		<input checked="" type="checkbox"/>	Illumination		<input checked="" type="checkbox"/>	Aid stations established	
<input type="checkbox"/>	Sanitation		<input type="checkbox"/>	Medical surveillance		<input checked="" type="checkbox"/>	Facilities provided	
Work Plan								
<input checked="" type="checkbox"/>	Booming		<input checked="" type="checkbox"/>	Excavation		<input type="checkbox"/>	Hot work	
<input type="checkbox"/>	Skimming		<input checked="" type="checkbox"/>	Heavy equipment		<input checked="" type="checkbox"/>	Appropriate permits used	
<input type="checkbox"/>	Vac trucks		<input type="checkbox"/>	Sorbent pads				
<input type="checkbox"/>	Pumping		<input type="checkbox"/>	Patching				
Training								
<input type="checkbox"/>	Verified site workers trained per local/federal regulatory requirements			Training Requirements				
ICS 208 - Site Safety Plan				Updated 07/01/2023 11:35 MDT UTC-6				
INCIDENT ACTION PLAN SOFTWARE™		Printed 07/01/2023 18:06 MDT UTC-6		17 of 19		© TRG		

Incident Name: Reed Point MT Bridge Derailment	Period: Period 1 [07/02/2023 05:00 - 07/04/2023 05:00]
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Organization					
Position	Name	Telephone/Radio	Position	Name	Telephone/Radio
Incident Commander	Mattson, Mike	██████████	Public Information Officer	Archer, Beth (EPA)	
Deputy Incident Commander			Planning Section Chief	Todd, Sophie (Deputy)	
Safety Officer	Arneson, Shane (MRL)	██████████	Planning Section Chief	Breedlove, Karl	██████████
Operations Section Chief	Farner, James	██████████	Environmental Unit Leader	Clary, Devin	██████████
Federal OSC	Peronard, Paul (EPA)		Public Information Officer	Garland, Andy (MRL)	██████████
Federal OSC	Sandoval, Joni (EPA)				

Emergency Plan					
<input type="checkbox"/>	Fire Prevention Plan	<input type="checkbox"/>	Evacuation Plan	<input checked="" type="checkbox"/>	Air Monitoring Plan
<input type="checkbox"/>	Alarm System	<input type="checkbox"/>	First Aid Location		

Notifications					
Facility	Phone	Facility	Phone	Facility	Phone
<input checked="" type="checkbox"/> Hospital	Billings Clinic - Columbus MT	406-██████████	<input checked="" type="checkbox"/> Fire	Columbus County Fire Rescue	406-322-4302
<input checked="" type="checkbox"/> Ambulance	Columbus Fire Rescue	406-██████████	<input type="checkbox"/> Law Enforcement		
<input checked="" type="checkbox"/> Air Ambulance	Help Flight	800-██████████	<input checked="" type="checkbox"/> Emergency Response/Rescue	Montana DES	406-322-8064







Initial Briefing	
<input type="checkbox"/>	Initial safety briefing prepared for each site

Present Conditions

Weather Conditions as of 07/01/2023 16:13

reed point station id: MID_MTM22

<p>Temperature: 78° Fahrenheit</p> <p>Wind Speed: 14 mph</p> <p>Wind Direction (from): WSW</p> <p>Visibility: mile(s)</p> <p>Humidity (%): 45 %</p> <p>Short Description: N/A</p> <p>Full Description: Rain Showers</p> <p>Current Speed:</p> <p>Current Direction (to):</p> <p>Water Temperature: ° Fahrenheit</p>	<p>Feels Like: 78° Fahrenheit</p> <p>Dew Point: 55° Fahrenheit</p> <p>Pressure: 29.76 in</p> <p>UV Index:</p> <p>Sunrise: 05:31</p> <p>Sunset: 21:11</p> <p>Wave Height:</p> <p>Wave Direction:</p> <p>Swell Interval:</p>
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Forecast Date	Day		Night	
Sat 07/01/2023	 88 °F	Mostly Sunny Chance of Precipitation(%): 0% Wind: W at 7 mph	 55 °F	Partly Cloudy with Isolated Storms Chance of Precipitation(%): 24% Wind: SW at 15 mph
Sun 07/02/2023	 87 °F	Mostly Sunny Chance of Precipitation(%): 0% Wind: W at 6 mph	 54 °F	Mostly Clear Chance of Precipitation(%): 0% Wind: NNW at 9 mph
Mon 07/03/2023	 78 °F	Partly Cloudy with Chance of Storms Chance of Precipitation(%): 62% Wind: NW at 5 mph	 50 °F	Partly Cloudy with Showers and Chance of Storms Chance of Precipitation(%): 62% Wind: NE at 9 mph