RAILROAD INCIDENT RESPONSE PLAN

PURPOSE

This emergency response plan is a supporting document to the Kenton County Emergency Operations Plan and has been created to provide structure and guidance to the public safety agencies of Kenton County, Kentucky when responding to railroad emergencies, primarily a significant collision or other event causing a derailment, occurring on either the CSX or Norfolk Southern railroad. This plan specifically addresses statutory requirements, railroad and rail car information, emergency response, recovery considerations, and exercising and revision of this plan.

STATUTORY REQUIREMENTS

Chapter 39 of the Kentucky Revised Statutes requires the development of a local Emergency Operations Plan (EOP) for each county within the Commonwealth. One of the occurrences to be contemplated in the county EOP are transportation-related emergencies on, over, or through the highways, railways, air, land, and waters. KRS 39 further identifies the local emergency management agency as the local government authority responsible for the development of the EOP. This plan has been developed to fulfill these statutory requirements.

RAILROAD INFORMATION

Both CSX and Norfolk Southern operate rail lines in Kenton County (See Maps in Appendix C).

CSX Tracks

CSX Transportation operates 2 rail lines that enter the northern end of Kenton County via a bridge over the Ohio River adjacent to the US 25/42/127 bridge in Covington. This double line proceeds south approximately 1.4 miles (primarily between Madison and Russell Streets) where another double set of tracks splits off near 16th Street and heads northeast east into Newport (about 0.8 miles). The primary set of tracks continues south for another 1.5 miles where it splits again in the area of East 35th Street and West Lincoln in Covington. One track heads east into Campbell County (approximately 0.2 miles) into Wilder.

Another track heads west and then turns more southerly for 14.9 miles where it crosses into Boone County. This track serves a small railyard for railcar storage near West Southern and West 35th in Latonia, and also has multiple small spur lines that serve several businesses in the Latonia and Fort Wright areas. It generally follows the Banklick Creek through Fort Wright and Independence, then crosses into Boone County just north of Ky. 16 near Walton (CSX Mile Point 91.1).

The original double tracks also continue south for 22 miles through the Latonia area following along the general path of the Licking River until it crosses into Pendleton County near Demossville.

Norfolk Southern Tracks

Norfolk Southern operates a double track railroad line that enters the northern end of Kenton County via a bridge over the Ohio River into Ludlow and goes south for 9.9 miles. There is a small railyard in Ludlow that is mostly abandoned, but does still have minimal use. The tracks proceed southwest through Crescent Springs, Erlanger, and Elsmere. There is a small railyard in Erlanger near the Boone Kenton Lumber facility, and a few small spurs at various facilities along the route. It enters the Northern Kentucky Industrial Park just before crossing into Boone County at Industrial Road (NS Mile Point 12.9).

It travels through Boone County for 9 miles before re-entering Kenton County near the intersection of US 25 and Precision Drive in Walton. It continues south following US 25 for 4.6 miles where it crosses into Grant County just north of Crittenden.

Hazardous Materials in Transit

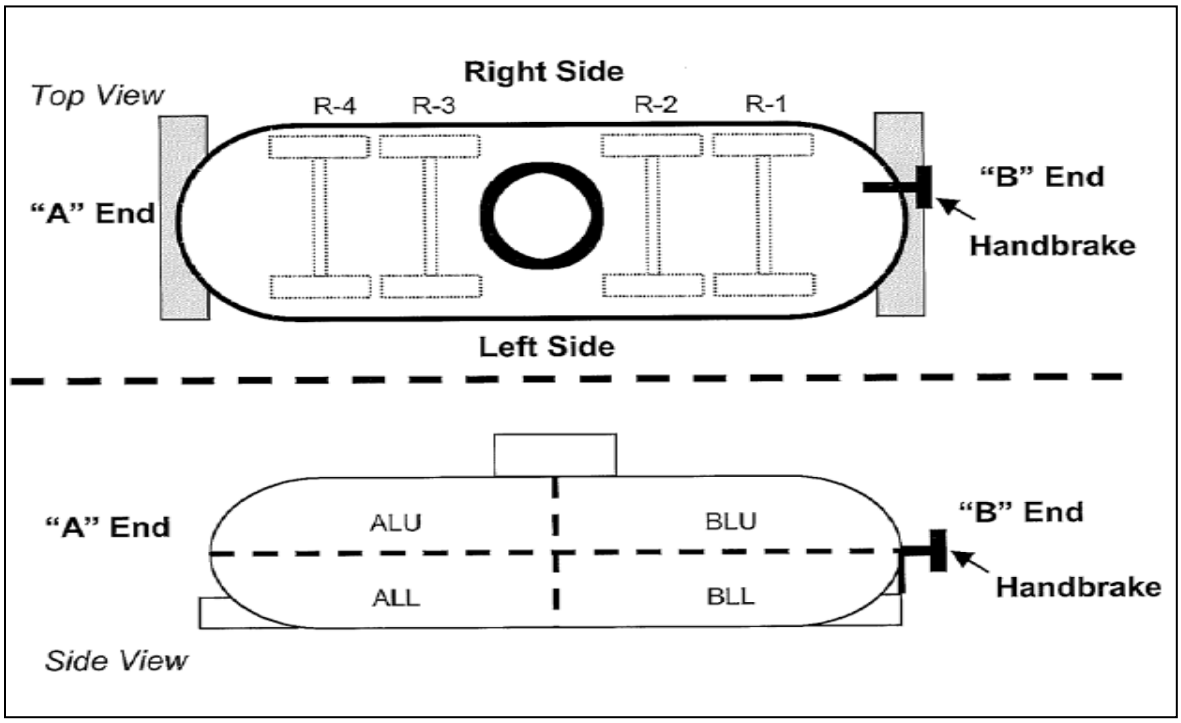
Both CSX and Norfolk Southern transport hazardous materials through Kenton County. The top ten Hazardous Materials commodities transported by all rail carriers, based on information obtained from the AskRail App in April 2019, are listed below. While total quantities may fluctuate from time to time, the classes of materials generally remain the same.

TOP TEN HAZ-MAT COMMODOTIES SHIPPED BY RAIL

1. Alcohols, N.O.S.
2. Petroleum Crude Oil
3. Petroleum Gases, Liquefied
4. Elevated Temperature Liquid, N.O.S.
5. Propane
6. Sodium Hydroxide Solution
7. Sulfuric Acid
8. Diesel Fuel
9. Gasoline
10. Butane

Types Of Railcars And Identification

Tank cars are the primary container used to transport hazardous materials by rail. A basic skill in incident damage assessment is correctly conveying information concerning the location and position of damage to railcars. A system has been established to identify the left and right side of the railcar, regardless of the position of the car. All orientation begins with the “B” end of the car. The “B” end is the end of the car equipped with the handbrake. The opposite end of the car is referred to as the “A” end. The sides of the car (left and right) are determined as one would stand facing the “B” end of the car.



The US Department of Transportation requires specification stencils on all rail cars. These stencils are required on both ends and both sides of the railcar.

The “reporting marks”, which are located on both sides of the railcar, indicate the owner of the car and the car serial number. The reporting marks are vital to obtaining the car’s lading, shipper and consignee. First responders should attempt to accurately record and report the initials and numbers of any cars involved in a derailment or other type of incident.

Railroad tank cars can be divided into two major categories, general service and high pressure cars. Each type of car has distinctive characteristics that can be used to determine or estimate the hazard present within the car.

General Service Railcar

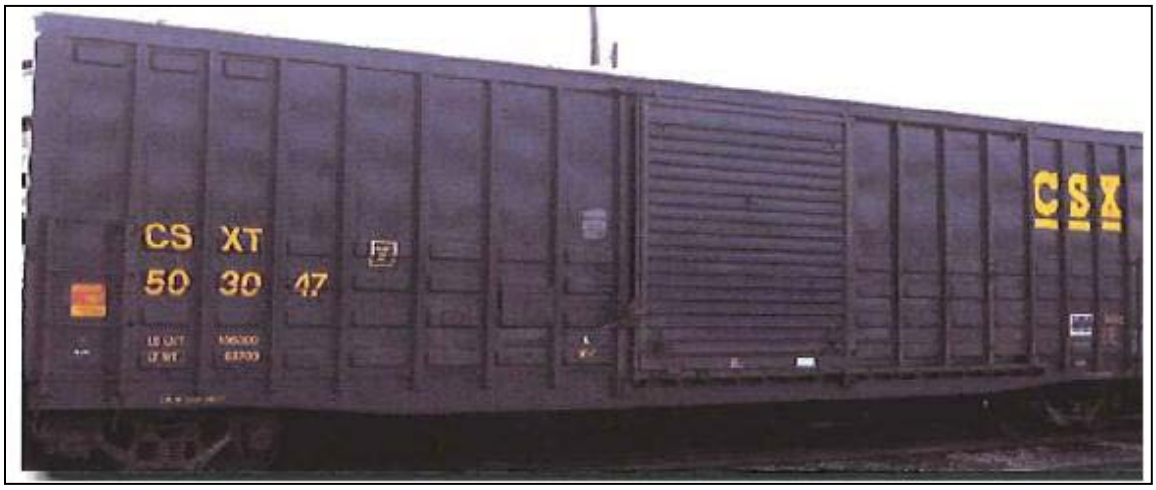
General service railcars have tank test pressures at or below 100 psi and will also have exposed valves and fittings at the top and/or bottom of the car.

High Pressure Railcar

High pressure railcars have tank test pressures of 100 psi to 600 psi and will have no exposed valves or fittings on the exterior of the car. All the valves and fittings are located within a protective housing on top of the car.

Box Car

Box cars are used to transport commodities and products requiring protection from the weather. Hazardous materials may be transported in drums and/or intermediate bulk containers. The primary hazard from box cars is the shifting of lading during a derailment and the weight of the doors (1,000 lbs).



Flat Car

The flat car is a general purpose car built without sides. The movement of highway trailers (TOFC) and intermodal containers (COFC) is the most likely way hazardous materials will be encountered on flat cars. TOFC shipments will usually involve non-bulk containers. COFC shipments can either be non-bulk or bulk containers.

Covered Hopper Car

Hopper cars constitute the largest number of freight cars among railroad equipment, and are divided into open-top hoppers and covered hoppers. Oxidizers in powder or granular form are commonly transported in covered hoppers.

Gondola Car

Gondola cars are built in various sizes and capacities (up to 100 tons) to meet shipper requirements. Gondola cars are designed to accommodate oversize loads (both length and overhead clearance). Some may be covered, as in the case of the photo below, to provide weather protection.

Automobile Carrier (Auto Racks)

Auto racks typically have 2 or 3 enclosed levels, each with a capacity of five to six units, to transport cars, vans and light trucks. Each vehicle is transported with up to ¼ tank of fuel and the battery is connected to allow for driving on and off of the rack. Auto racks have a high center of gravity and derailment forces can obviously cause the vehicles to shift.

Locomotive

Locomotives present potential hazards for first responders. Locomotives can carry up to 5600 gallons of diesel fuel. Diesel electric locomotives use large diesel generators that develop 600 volts of DC power and 23,000 volts of AC power at 800 amps to provide electric power to traction motors. First responders should only attempt to shut down a locomotive by utilizing one of the three fuel shut-offs. Two are located on the outside of the locomotive directly above the fuel tanks, and the other is located in the cab of the locomotive directly behind the engineer's control stand.

RESPONSE

Initial Dispatch

Upon receiving a report that a crash, collision or derailment of a train has occurred, the Kenton County Emergency Communications Center (KCECC) will dispatch appropriate Fire/EMS and law enforcement resources for the affected jurisdiction. Additional resources (alarms, etc.) will be dispatched upon request of the Incident Commander or, once established, the Unified Incident Management staff. If not immediately assigned, resources will be directed to an appropriate staging area. As soon as practical KCECC personnel should obtain the following information from the complainant(s):

- Determine the nearest cross street to the accident site. The area(s) that require evacuation and / or shelter-in-place can be quickly determined using RAVEN 911, CAMEO/MARPLOT, or other tools once the nearest cross street is determined.
- Determine if any vapors, liquids, or solids are being released from any of the railcars involved in the incident. KCECC personnel should also obtain current weather data, specifically wind speed and direction.
- Determine how many and what type of railcars may be involved in the incident. This information may be obtained from the railroad carrier involved once known.

Once the carrier is known, KCECC personnel should contact them and request a copy of the train consist (railway shipping papers) either by facsimile or electronic mail.

CSX: 1-800-232-0144 (choose option 1 for emergencies)

Norfolk Southern: 1-800-453-2530

KCECC personnel should also request that all traffic on the affected line(s) be stopped. This traffic stop should be confirmed by railroad officials to KCECC.

Arrival Of Emergency Responders

Regardless of what products may be involved, there are general safety precautions for all first responders when operating at a railroad emergency. Basic safety rules include:

- Ensure that there will be no movement of the track on which you will be working (“blue flag” and “lock out”.)
- Avoid walking between the rails.
- Don’t step or stand on a rail.
- Head, eye, and foot protection must be worn at all times.
- Before working on or around any car, make sure the hand brake is set and the car is chocked.
- Before opening any door, be certain of the direction it is intended to open.
- Never place anything on the track unless it is required by a specific task.
- Never stand, step or cross on the center sill or coupler.

- Make certain that the contents of any rail car that you may be working near have been identified and that all of the properties and hazards are known and understood.
- Always use fire service ladders when working on the top of tank cars. Do not use the ladders attached to the railcar.
- Know and understand relief devices and mechanical appliances, and how they operate.
- Never place your entire body over or in front of any valve, gauge, or other opening.

An initial priority of public safety personnel arriving at the scene of a railroad emergency will be to conduct reconnaissance (Recon) of the derailment site. If available, an unmanned aerial drone equipped with a camera should be requested to assist with Recon. Until such time as a drone arrives, Recon should be conducted by fire service personnel equipped at a minimum in structural firefighting personal protective equipment (PPE) and self-contained breathing apparatus (SCBA). Ideally, these personnel should be trained to the hazardous materials technician level.

A Recon team should be prepared to diagram the incident site to identify the location and orientation of all railcars involved in the incident. While conducting recon, the team should prioritize the location and condition of tank cars first. The following information should be recorded by the Recon team:

- Location and orientation of each rail car.
- Rail car ID number and type (tank, hopper, gondola, etc).
- Contents of the car if known.
- Condition of the car (See damage assessment form at the end of this document).

Damage assessment of Tank Cars allows for interpretation of the seriousness of the following types of damage:

- Scores – a relocation of tank or weld metal.
- Cracks – a narrow split or break in the tank metal.
- Gouges – a removal of the tank or weld metal.
- Wheel burns – caused by a prolonged wheel contact with the tank or car.
- Dents – a deformation that changes the tanks contour.
- Rail burns – sliding action of the tank over the rail produces a dent and discoloration.
- Long dents – a dent on the tank seven (7) feet or longer.

While most first responders may not have expansive training in damage assessment of railcars, initial recon and documentation of the condition of involved cars will assist other responders with the prioritization of their work upon arriving at the scene. A Damage Assessment Form for rail tank cars have been attached to this plan in Appendix A.

Command & Control

Emergency responders will establish an Incident Management System (IMS) and an Incident Command Post (CP) as specified in the Kenton County Emergency Operations Plan (EOP). As command level personnel from responding agencies arrive, they will assume an appropriate position in the Incident Management staff. If the incident is significant in size, then a Unified Command shall be established.

A "*Tactical Worksheet*" for Incident Command, which will help ensure that all necessary actions are taken in the initial stages of an incident, is attached to this document in Appendix B.

Command 100 is a regional Mobile Command Post and may be requested to provide an initial CP. Conditions at the incident may require additional mobile command and / or communications facilities. It will be the responsibility of the emergency management office to provide these additional facilities.

If the location of the emergency provides access to a fixed facility that can serve as a CP, it will be the responsibility of KCHSEM to make all necessary arrangements for use of the facility. Arrangements for additional communications (telephones), security, office supplies and furniture, etc. will also be the responsibility of KCHSEM.

Once the identity of the railroad involved in the emergency is established, the incident commander will have KCECC contact the railroad and request that a liaison from the railroad respond to the incident command post (CP). The railroad will be required to provide a liaison to the incident management team throughout the emergency and recovery phases of the incident. This liaison will provide the unified incident management staff with railroad, cargo, and passenger information, and serve to coordinate activities conducted by the rail carrier with the local incident management structure.

Upon notification of a railroad emergency as contemplated in this plan, the National Transportation Safety Board may dispatch a "Go" Team to the location of the emergency to conduct an investigation. While en-route to the location, the leader of the "Go" Team will contact local authorities and request that certain logistical considerations be fulfilled. KCHSEM, with the cooperation of the railroad liaison, will provide assistance to the NTSB for the duration of the incident.

Medical Response

Rescue, triage, treatment and transport of injured persons is the primary incident priority and may involve a large number of medical resources. If there are a significant number of casualties, an EMS Branch should be established within the Incident Management System and an EMS T3 area (Triage, Treatment, & Transport) shall be established in accordance with the Northern Kentucky Mass Casualty Incident plan.

Public safety personnel will utilize the "S.T.A.R.T. (Simple Triage and Rapid Treatment/Transport)" method of triage. EMS personnel should consider activating the Greater Cincinnati DisasterNet system for assistance with transport destination determinations.

Railroad emergencies affecting a large geographic area may require multiple medical management areas; however, if possible, these areas should be limited.

Fire Suppression and Rescue

Railroad emergencies may involve fire, which may be fueled or intensified by large quantities of hazardous materials carried in various railcars. Fire suppression may precede or coincide with initial medical triage. An assessment of the type(s) of railcars involved in fire may require the deployment of unmanned master streams and / or deluge devices and withdrawal of all personnel from the area. The North American Emergency Response Guidebook (ERG) states that if a rail car is involved in fire, an initial isolation distance of ½ mile in all directions is warranted and evacuation of an additional ½ mile in all directions may be necessary. Rescue of injured persons may need to be delayed until the incident scene is safe for public safety personnel.

Rescue personnel will conduct a primary and secondary search of the incident scene. The primary search will involve a quick but thorough search of the readily accessible areas of the railroad and incident scene. Some patients located during the primary search may require extrication. The secondary search will be a slower, extremely thorough search of the incident scene.

Fires involving flammable or combustible liquids may require large quantities of firefighting foam. Additional firefighting foam is available from the GCNK International Airport fire department, Cincinnati Fire Department, and Northern Kentucky Regional Hazmat / WMD Response Unit.

Some areas of Kenton County are rural and remote, and water for firefighting may be difficult to obtain. Kenton County fire service tankers can provide approximately 7,100 gallons of water. Additional fire service water tankers are also available from surrounding jurisdictions (Boone County, Campbell County, Grant County, Pendleton County). Commercial or private water sources may also be sought.

Hazardous Materials

The railroad shipping papers, or “consist”, can be found in the cab of the locomotive or in the possession of the train crew. The train crew is legally mandated to maintain possession of the train consist at all times, and after a derailment, may be moving around the scene checking the extent of damage. Therefore, the Emergency Services personnel may need to locate the crew to get access to it.

The train consist will provide information concerning the number and location of train cars carrying hazardous materials, which are often transported in significant quantities via the railroad. Tank cars can carry up to 33,500 gallons of product and most trains have multiple tank cars. Any of the US DOT hazard classes may be present, and in most cases, several hazard classes may be involved. The majority of hazardous materials transported on both the CSX and Norfolk Southern rail lines are flammable or combustible liquids or gases. The next most common hazard class is corrosives.

If cars containing hazardous materials are breached during a railroad emergency, significant quantities of multiple hazardous materials will present a variety of hazards. In order to provide for personnel safety, the incident scene around the car(s) will be

declared an exclusion zone. The size of the exclusion zone will be determined by Incident Command based on the types and quantities of hazards that exist for the incident. Personnel who enter the exclusion zone will wear appropriate personal protective equipment and will adhere to appropriate hazardous materials response standards.

Decontamination

Given the hazards associated with the materials and substances that may be present at a railroad emergency, appropriate decontamination procedures will be established. Personnel possibly exposed to hazardous substances shall enter and exit the exclusion zone through the decontamination reduction corridor(s). Decontamination methods will be appropriate for the hazardous substances that are present.

Patients rescued from the incident scene may require decontamination before being transported to a definitive care facility. This decontamination will be conducted as quickly as possible and may consist of an emergency or gross decontamination process.

Decontamination of deceased persons and associated materials will be conducted in the first station of the temporary mortuary.

The railroad and the NTSB investigator will determine decontamination of railroad debris and associated items. Local public safety personnel may be called upon to assist with these tasks.

Perimeter Control

Law enforcement personnel initially arriving at the location will be responsible to begin securing the area involved. Law enforcement command personnel of the affected jurisdictions shall respond to the incident command post and will assume responsibilities as a member of the Unified Incident Management staff. The initial priority will be to work with Fire, EMS, and HazMat personnel to determine appropriate inner and outer perimeters, and establish proper security for them.

The **inner perimeter** will extend from the site of the railroad incident outward to an appropriate distance that provides for the safety of emergency response personnel and the general public. Secondarily, it will provide security for wounded or fatally injured persons, debris from the incident, etc. Access to the inner perimeter will be restricted to public safety personnel, representatives of the railroad, federal and state regulatory personnel, and other persons specifically authorized by the incident management staff.

The **outer perimeter** will extend a sufficient distance from the inner perimeter to provide secured space for incident operations. Entry to the outer perimeter will be restricted to public safety personnel, railroad representatives, media representatives and other support personnel authorized by the incident management staff.

As the incident progresses, the size of the perimeters may be expanded or contracted as needed.

Access to the outer and inner perimeters will be controlled throughout the response and recovery phases of the incident. Emergency management and law enforcement

authorities will be responsible for the development and implementation of the access control system. For extended operations, law enforcement command personnel may request mutual aid assistance from neighboring jurisdictions or through appropriate methods.

Evacuation / Shelter In Place

Depending on the hazards involved in the incident, evacuation or shelter in place of nearby residences and businesses may be necessary for public safety concerns. The Incident Management team will determine the size of these areas. The evacuation and / or shelter in place orders will be announced using the "Alerts And Warning Plan" supplement to the Kenton County Emergency Operations Plan.

If an evacuation is required, KCHSEM will work with the American Red Cross to designate an appropriate reception and care facility(s). The American Red Cross will then coordinate and manage the reception and care facility(s).

Re-entry into an evacuated area must be authorized by the incident management staff. Access control passes may be issued to residents or other persons with a need to enter the evacuated area throughout the response and recovery phases.

Deceased Persons / Coroner

Kentucky Law provides that once the sick and injured are removed from a disaster site, the county coroner is the local official responsible for the incident site and the disposition of all deceased persons. The Kenton County Coroner will direct all operations pertaining to the processing of the deceased. The concept of preservation of evidence should be applied when caring for the deceased at a railroad accident site. All recovery must be performed in a manner consistent with NTSB regulations. Therefore, recovery of the deceased will be methodical and managed thoroughly.

Public safety personnel performing triage and treatment of injured persons shall not move deceased persons or disturb the areas immediately surrounding the deceased unless it is absolutely necessary to perform rescue or life-saving measures of live victims. If movement or disturbance is necessary, original locations / conditions prior to movement will be documented as soon as possible for investigators.

Movement or extrication of the deceased prior to the arrival of the Coroner should be performed only when necessary to rescue live victims, prevent their destruction by fire, or other similar compelling reasons. The deceased will be moved to the temporary morgue or other designated location only by direction of the Coroner.

If it becomes necessary to move bodies or parts of the wreckage, photographs should be taken showing their relative position within the wreckage, and a sketch of their respective positions prior to removal should be made. In addition, tags should be affixed to each body or part of the wreckage that was displaced and corresponding stakes or tags should be placed where they were found in the wreckage. A journal should be kept of all tags issued.

If needed, a temporary morgue will be established by the coroner to provide facilities for fatality identification, establish the cause of death, the collection of personal effects, and process the bodies for release to relatives.

Emergency Public Information

The Unified Command shall appoint a Public Information Officer (PIO) who will be the sole point of contact for the press during a railroad emergency. Coordination among the information officers of all agencies and organizations involved will be of the utmost importance during the emergency. The PIO will be responsible for any and all information released to the news media. Local public safety agencies will provide information for release to the media to the PIO and will not release the information on their own.

Press briefings should be scheduled as soon as the initial emergency phase is over and will continue to be scheduled throughout the response and recovery phases. Representatives of the incident management staff will be available to the PIO and the media during these briefings to answer questions.

Depending on the size and severity of the incident, the PIO may establish of a Joint Information Center (JIC). The JIC should provide ample space for the information officers from all agencies and have facilities for the media as well. The JIC will serve as the single point of contact between local, state and federal officials and all media.

RECOVERY

Transition from Response to Recovery Phase

Transition from the response phase and management of the incident scene will shift from local to federal officials when the following objectives have been accomplished:

- All individuals have been rescued, recovered, or accounted for;
- All fires have been extinguished;
- All hazardous materials have been confined or contained;
- The incident scene has been secured;

Local public safety officials may offer and may be required to continue to provide support to the federal response. However, primary direction and control of the incident scene and operations will be transferred to federal officials.

Recovery of Debris

The NTSB is the federal agency that takes custody of the railroad and the debris from the time the accident occurs until their full investigation is completed or a release is given. The choice of technical ways and means to remove the rail cars and associated debris, as well as all costs associated with the recovery, is the responsibility of the railroad involved. Federal regulations require that the railroad involved designate a “Recovery Coordinator” who will have authority to make all decisions, technical and financial, necessary to recover the debris. Additionally, the Recovery Coordinator should have all required company facilities, including personnel and equipment, available for recovery. The Recovery Coordinator will meet with the incident

management staff and the lead NTSB investigator, and develop a comprehensive Recovery Plan.

Local public safety personnel and resources may be required to assist the railroad in recovery operations. These personnel will remain under the direction and control of the local incident management staff. The Command Post, initially established for the emergency phase of the incident, will remain in place throughout the recovery period.

Damage Assessment

A railroad emergency may cause damages to residential, commercial, or industrial occupancies and community infrastructure. In these situations, a thorough and accurate damage assessment of the affected area(s) will need to be conducted. This assessment data will be provided to appropriate local, state and federal agencies and the railroad. KCHSEM will establish a damage assessment team that will follow the policies and procedures that are delineated in the emergency operations plan.

Personnel of the Kenton County Planning Commission, specifically the Geographic Information System (GIS) department, will be available to prepare spatial analysis documents to assist with depiction and interpretation of damage assessment data.

Reception and Care

Primarily, the American Red Cross (ARC) is responsible for coordination of mass care and feeding of displaced persons and public safety personnel during times of emergency. The ARC has identified facilities within Kenton County that can serve as shelters. Should a railroad emergency require an evacuation of residential areas, shelter facilities will be designated and the locations will be disseminated to evacuated persons and the local media through the Public Information Officer.

The ARC will provide a shelter manager who will direct operations at the shelter. Persons utilizing the shelter will be registered and this information will be provided to the incident management staff and / or the EOC. The railroad involved in the railroad emergency may choose to provide lodging for displaced persons. However, this will be coordinated through the ARC.

Financial Accounting

All public and private agencies involved in the response to a railroad emergency should maintain detailed records of personnel, equipment, and supplies utilized. Appropriate tracking forms can be found in the Kenton County Emergency Operations Plan.

The Federal Railroad Administration and major rail carriers in the US have established a contingency fund to reimburse local governments for expenses associated with a railroad emergency. Additionally, local government will request state and federal disaster declarations should the emergency warrant such declarations. These declarations may provide additional reimbursement funding for local governments and disaster assistance for residents or businesses affected by the emergency. Personnel from the Kenton County Fiscal Court's finance office may provide assistance to the Incident Management System and staff the "Finance and Administration" section.

Documentation

All reports, records, photos, audio and video tapes developed and / or generated by local public safety agencies that are germane to the railroad emergency shall be copied and provided to KCHSEM for archival purposes. NTSB investigators will require copies of incident documentation as well.

Critique

Following the conclusion of the recovery phase of the railroad emergency, a post-incident critique will be conducted. All local public and private agencies or organizations that respond to the incident should conduct internal debriefings and critiques of their own personnel to develop remarks and / or suggested topics for discussion at the critique. The critique is intended to be a productive and constructive examination of the community's response and the effectiveness of this plan. Remarks and suggestions should be governed by this goal. Deficiencies in this plan or in the community's response capabilities should be identified for corrective action.

Plan Review and Revision

This plan will be reviewed no less than annually. Any revisions to the plan will be distributed to all holders of the Kenton County Emergency Operations Plan.

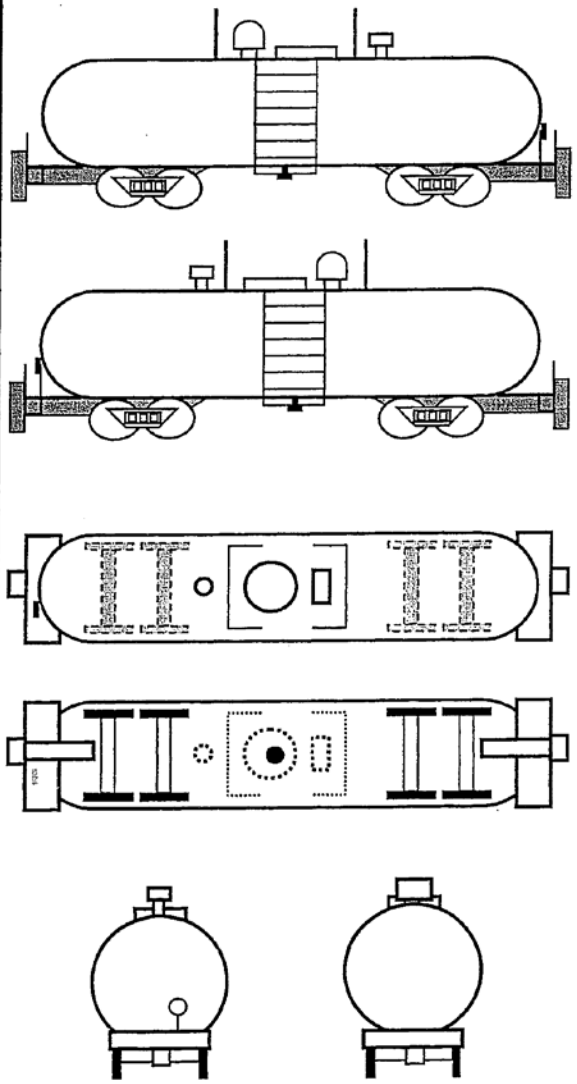
Appendix A - Tank Car Damage Assessment Form

TANK CAR DAMAGE ASSESSMENT			1. INCIDENT NAME	2. DATE PREPARED	3. TIME PREPARED
SHIPPER/PHONE:	CONSIGNEE/PHONE:	CARRIER/PHONE:		LICENSE:	FLEET NUMBER
SPECIFICATION:	CONSTRUCTION:	DESIGN PRESSURE:	CAPACITY:	INSUALTED:	LIINING:

CONTAINER INSPECTION

FEATURE	DESCRIPTION
COMMODITY	
EXTERNAL VALVES	
JACKET	
VAPOR LINE	
BOTTOM OUTLETS	
MANHOLES	
WASHOUTS	
VACUUM BREAKER	
SRV	
GAUGING ROD	
INSULATION	
RUPTURE DISK	
SHEER PROTECTION	
UPRIGHTING CONCERNS	

PHYSICAL DIAGRAM



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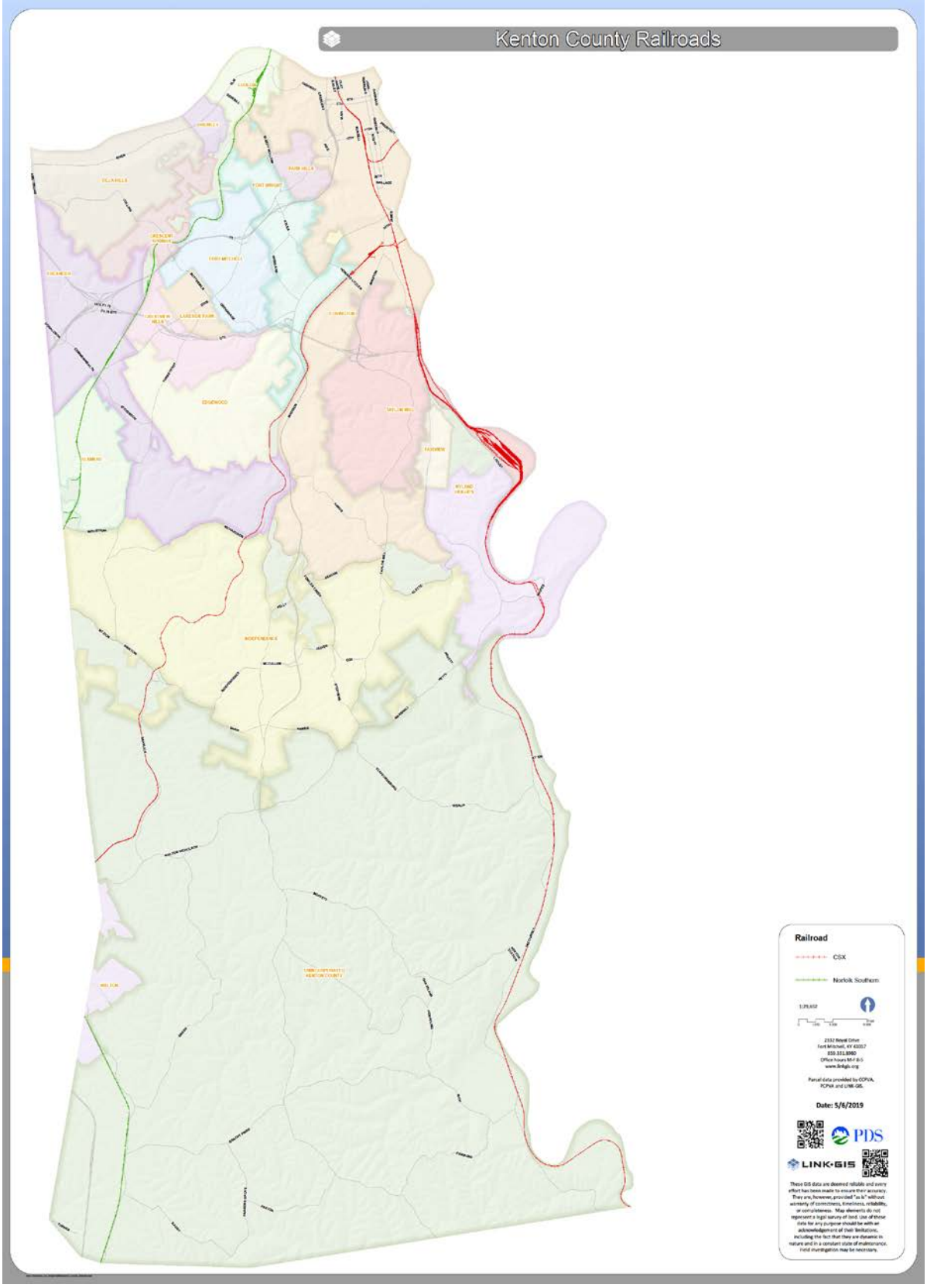
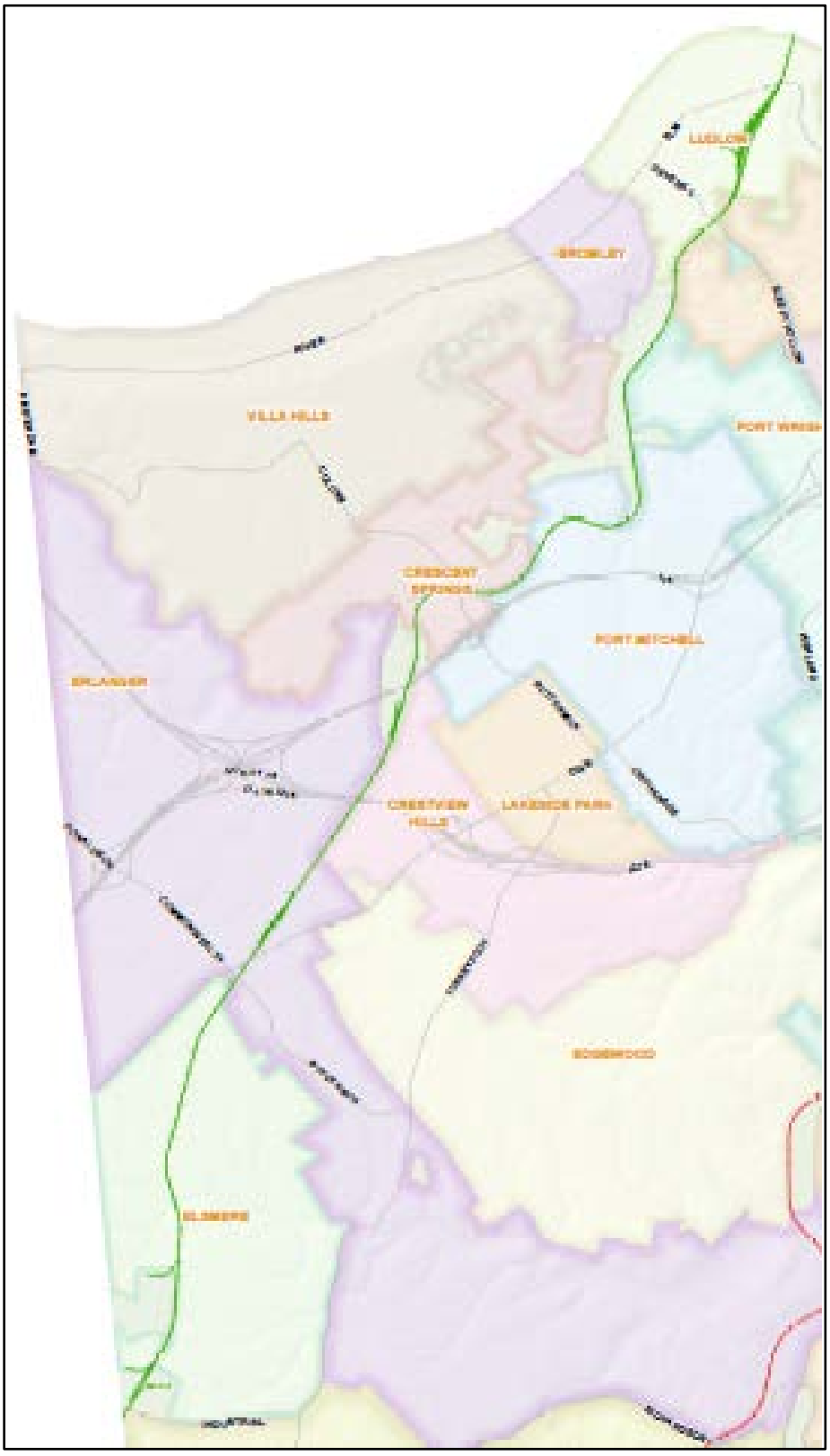
Appendix B - Tactical Response Worksheet

KENTON COUNTY HOMELAND SECURITY AND EMERGENCY MANAGEMENT TACTICAL WORKSHEET RAILROAD EMERGENCY RESPONSE	White = IC Gray = LE Red = FIRE Blue = EMS Green = EMA
Revised February 2020	**COMPLETED / TIME**
Don appropriate PPE; Establish Unified Command Post (announce location).	
Initiate Incident Action Plan, Site Safety Plan (if necessary), and incident log.	
Obtain copy of shipping papers (consist).	
Request additional resources (as needed) and establish a Staging Area.	
Confirm with KCECC that railroad notified and all rail traffic stopped.	
Obtain weather conditions and forecast.	
Determine inner and outer perimeters, evacuate or shelter-in-place.	
Designate Safety Officer and PIO, establish Media Center.	
Confirm with KCECC that NTSB and/or FRA have been notified.	
Establish inner perimeter control points, assign LEO's as needed.	
Establish outer perimeter control points, assign LEO's as needed.	
Implement Access Control System.	
Assign LEO's to assist with evacuations as needed.	
Assign rescue crews to remove victims from hot zone to T3 area.	
Request response of HazMat or other special resources as needed.	
Initiate Recon of incident site and damage assessment for rail cars.	
Assign fire personnel to assist with evacuations as needed.	
Consider use of unmanned streams for fire control.	
Establish EMS T3 Area if needed.	
Implement the No. Ky. MCI Plan if needed.	
Request MCI resources and activation of DisasterNet as needed.	
Establish a medical helicopter landing zone if needed.	
Initiate Code Red notifications for inner perimeter structures.	
Request air space restriction above area. (2 miles x 2 miles to 5000 feet)	
Request the response of Command 100.	
Notify KYEM and EM Area 6 Supervisor.	
Notify KyDEP, USEPA, Sanitation District, Water District, etc. if needed.	
Contact American Red Cross for evacuation shelters as needed.	

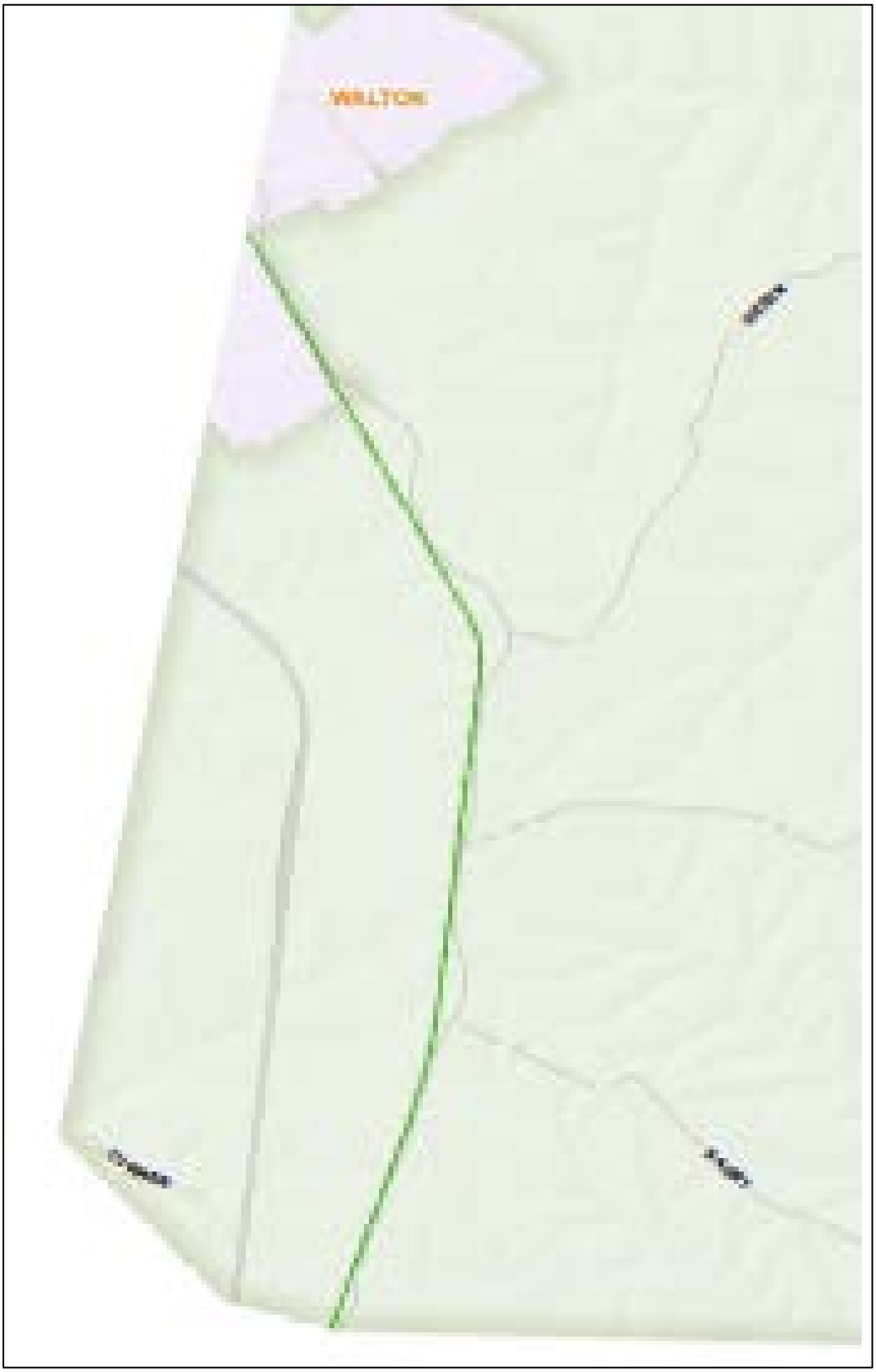
Appendix C – Maps Of Railroad Lines In Kenton County



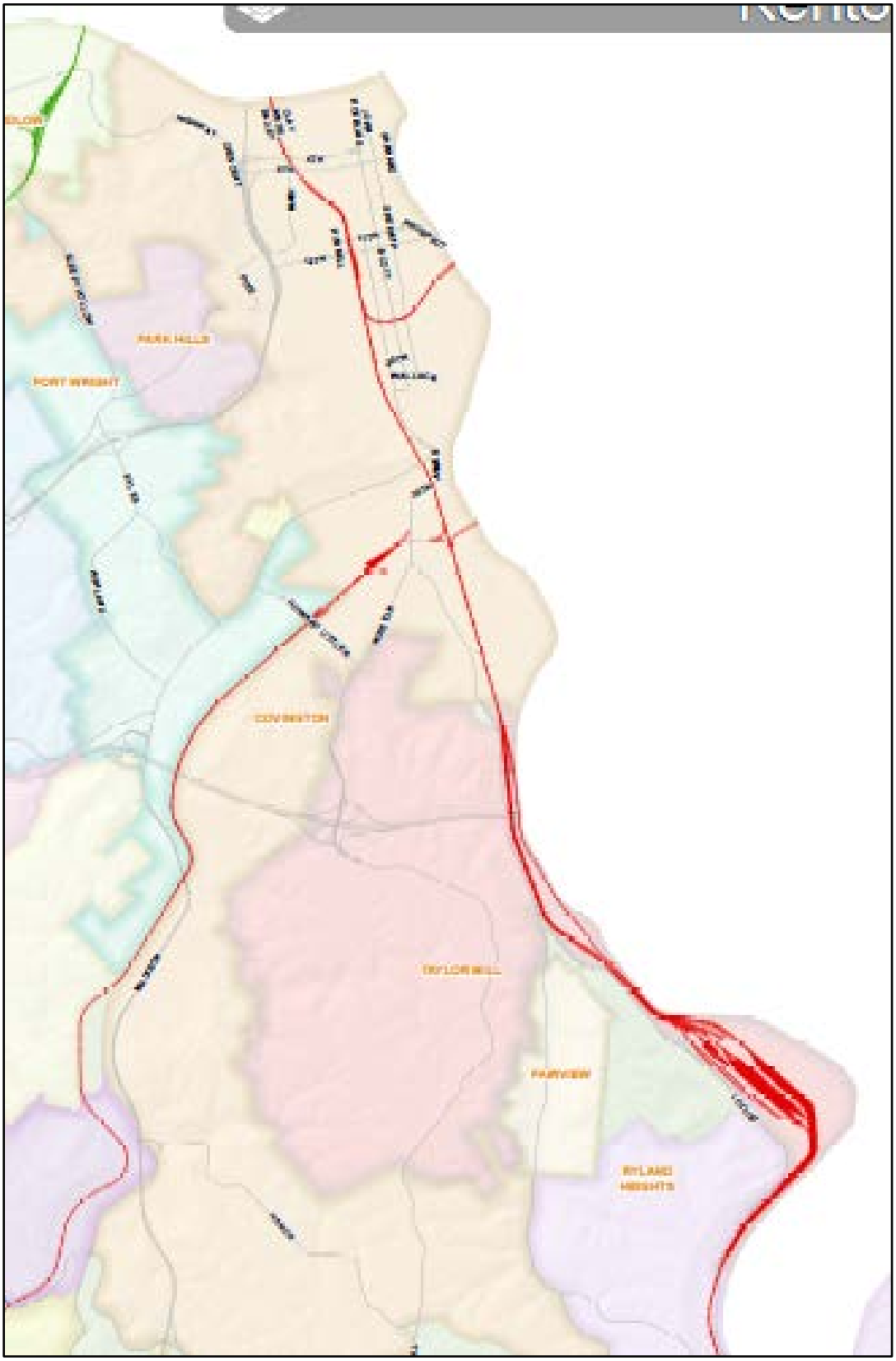
Norfolk Southern Rail Line – Northern Kenton County



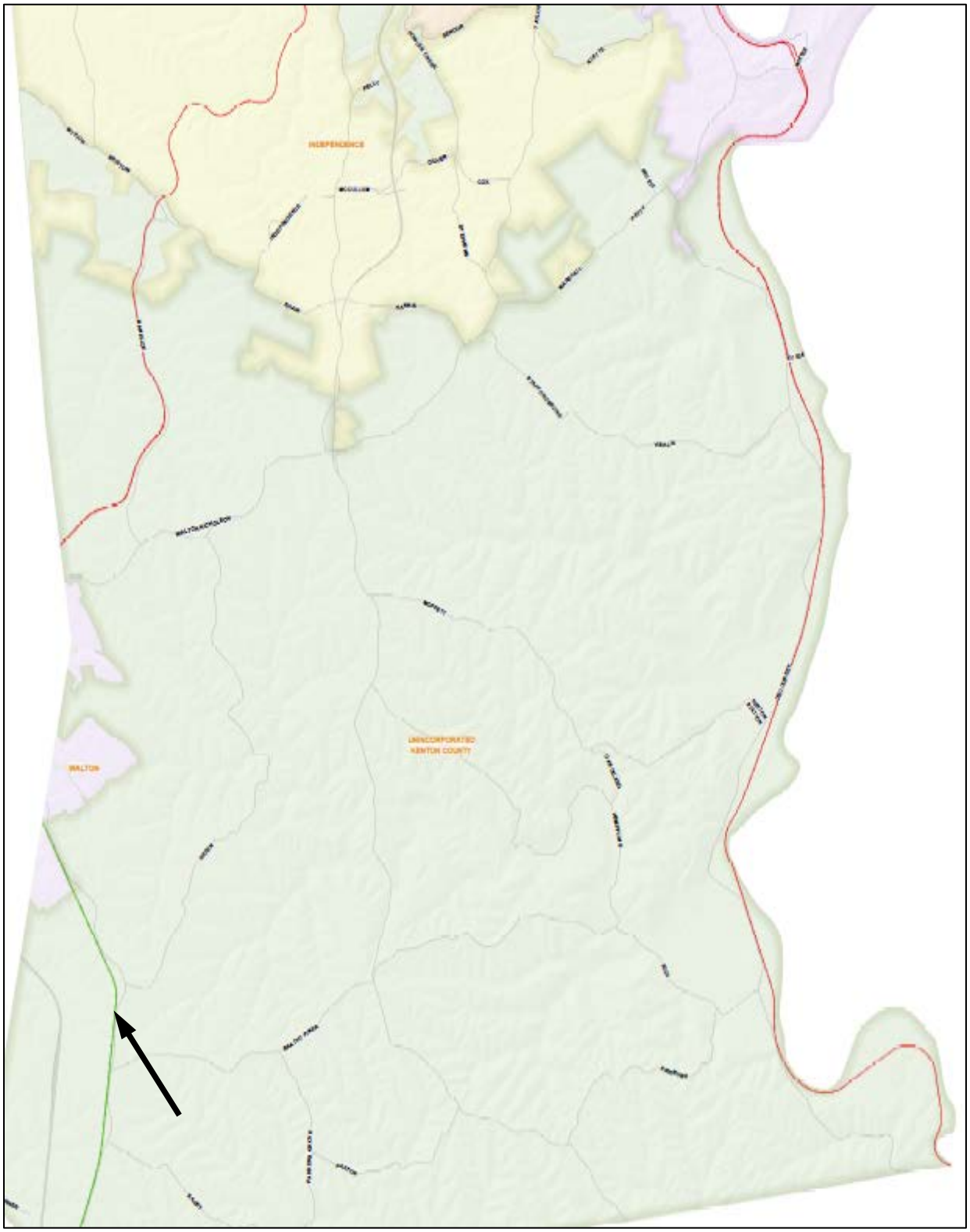
Norfolk Southern Rail Line – Southern Kenton County



CSX Rail Lines – Northern Kenton County



CSX Rail Lines – Southern Kenton County



Note: Rail line in lower left corner is Norfolk Southern