

Developing a Highway Emergency Response Plan for Incidents Involving Hazardous Materials

API RECOMMENDED PRACTICE 1112
THIRD EDITION, NOVEMBER 1997

REAFFIRMED, FEBRUARY 2011



AMERICAN PETROLEUM INSTITUTE

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Developing a Highway Emergency Response Plan for Incidents Involving Hazardous Materials

0 Introduction

Responsible business practice suggests that companies develop programs to respond effectively to transportation accidents involving their hazardous materials. Companies have responsibilities that transcend business considerations and public relations: they have social responsibilities to react promptly and properly to emergencies in which they are involved. The ability to properly respond to transportation incidents should be the concern of those who have title to the materials; those who have custody of them; and those who have responsibility for them through contractual agreements, other kinds of agreements, or some other association with them. In keeping with those responsibilities, API has adopted these recommended guidelines for developing an emergency response plan for transportation emergencies primarily involving liquid hydrocarbons, such as gasoline, crude oil, and other hazardous materials transported in MC 306/DOT 406 and MC 307/DOT 407 aluminum cargo tanks.

Because of increasing demands for the many different products that the petroleum industry manufactures and transports, some government emergency response agencies may have difficulty maintaining the technical expertise needed to deal safely and effectively with transportation incidents involving hazardous materials. Company emergency response plans based on these guidelines assure that technical expertise will be available to mitigate incidents that occur.

A transportation emergency exists when sufficient quantities of hazardous materials escape or threaten to escape from their transportation containers to endanger people, the environment, or property. Emergency response plans should be devised for all hazardous raw materials, intermediate and finished products, and waste materials that are transported (see Section 4.3).

An Occupational Safety and Health Administration (OSHA) standard (29 *Code of Federal Regulations (CFR)* Part 1910.120) requires industry employers whose employees might respond to an emergency (even just as advisors) to have a plan in place. The Environmental Protection Agency (EPA) adopted the same standard for public sector employers in 40 *CFR* Part 311. A Department of Transportation standard (49 *CFR* 130) requires that persons transporting petroleum oils must have a plan in place that prescribes prevention, containment, and response to off-site transportation incidents.

Once a public agency arrives on the scene of a hazardous materials emergency, that agency normally takes the

lead in managing the incident. In some states, the law determines who takes charge of an incident. In any case, decisions made during the first 30 minutes of an incident set the stage for subsequent operations. These decisions may determine whether damage to life, property, and the environment will be done in addition to that which will occur strictly as a result of the initial incident. The degree and quality of an affected company's participation in this decision-making process generally depends on whether it has an emergency response plan in place.

As response operations progress, state, federal, industry, and contractor personnel may become involved in addition to the original responders. The extent of their involvement will depend on decisions made within the critical first 30 minutes and the capability of the original responders. During the development and implementation of an emergency response plan, emergency response personnel from local fire and police departments, and other appropriate government entities should be consulted. These civil agencies must be made aware of local industry response plans so that efforts to control an incident can be properly coordinated and confusion about the chain of command can be avoided.

For some types of hazardous materials incidents, public safety agencies may not be able to train personnel in appropriate response techniques. To help fill this gap in knowledge, industry should keep public safety agencies informed of industry's capabilities and should offer to supplement the training of local fire department and other emergency response agency personnel in the safe handling of their products.

1 Scope

This recommended practice outlines and recommends minimum guidelines for developing an emergency response plan for incidents involving hazardous liquid hydrocarbons, such as gasoline and crude oil, and other hazardous materials transported in MC 306/DOT 406 and MC 307/DOT 407 aluminum cargo tanks and for coordinating and cooperating with local, state, and federal officials. These guidelines should be modified to reflect local, state, and federal regulations and individual company legal considerations and response capabilities. The appendixes to this recommended practice outline a highway emergency response plan (Appendix A) and suggest a procedure for removing liquid hydrocarbons from overturned cargo tanks and righting the tank vehicles (Appendix B).