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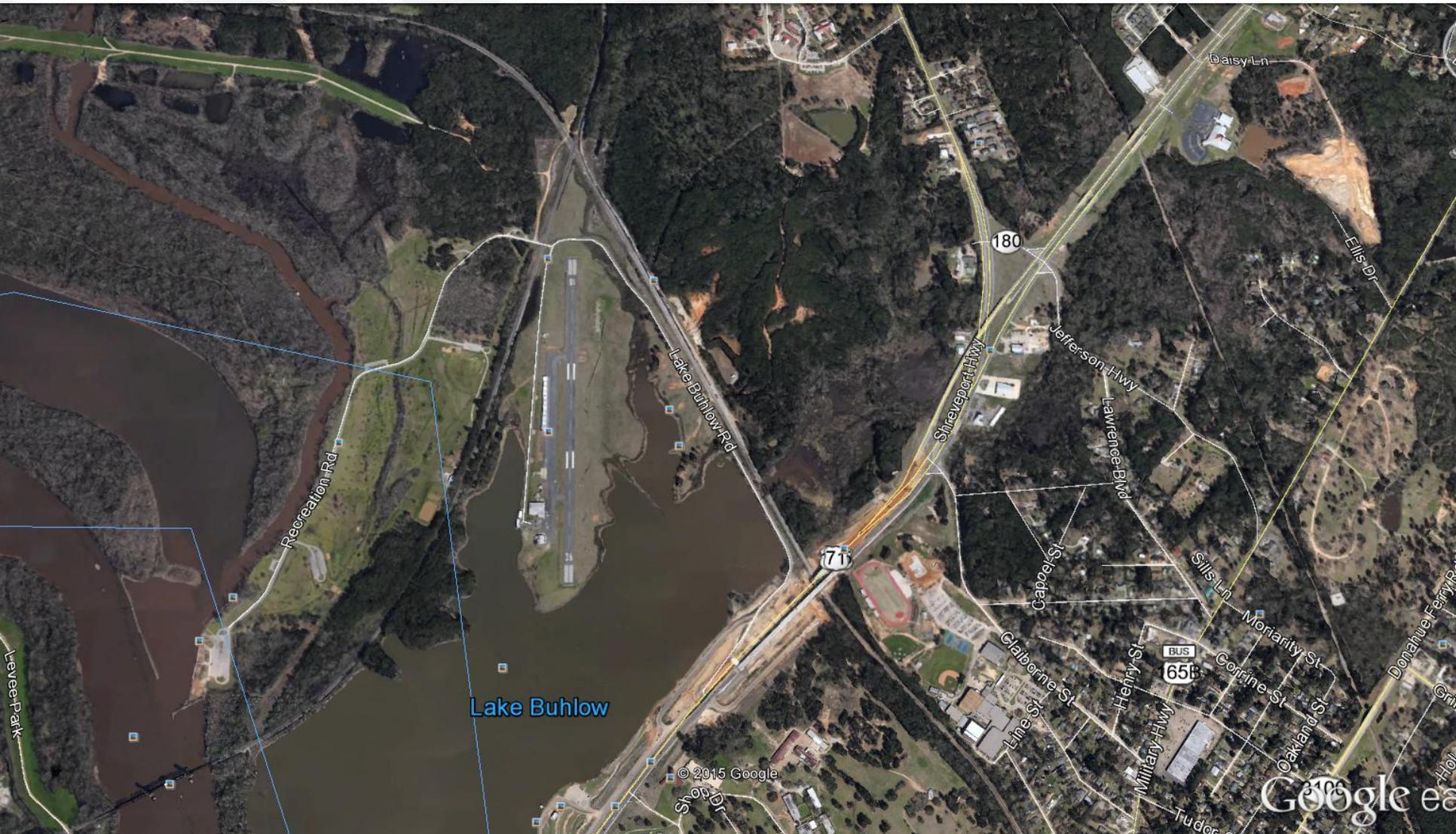




May 5, 2002

Railroad tanker **exploded** on railway north of the Pineville **Municipal Airport**







Goals in controlling any incident quickly + efficiently

- **Quick response** of service.
- Accurate **current data**.
 - Weather + Maps + Hazmat Information
- Ability to **retrieve** and **send data** through multiple sources.
- **Accurate** and **timely reporting**.





Quick overview of incident

- 1655 **Incident reported** by Pineville Police department.
- 1659 **Fire Crew arrival** report **2 possible tank cars** *leaking* no flames.
- 1700 reported tank car **UN Numbers** to Pineville **Fire Department Dispatch**.
 - Tank #1 (UN # 1479) Tank # 2 (UN # 1268)



Quick overview . . . (continued)

- 1700 dispatch confirmed **wind speed south wind 18 mph**
- 1723 dispatch contacted **Chemtrec**
- 1735 dispatch contacted **Kansas City Railroad**
- 1737 dispatch contacted **Union Pacific Railroad**



Quick overview . . . (continued)

- 1825 **Kansas City Railroad** responded back to dispatch tank car #1 was carrying **Sodium Percarbonate**.
 - Tank car #2 was carrying **Flammable Liquid Petroleum**.
- 2114 Airport was **closed** till further notice for **cleanup** of the immediate area.



Quick overview . . . (continued)

- 0115 Fire Crews were released from scene by State **Hazmat Team** and **DEQ**.
- The next morning operations for **clean up** were continued on site.



Conclusion

- More **information** was needed about **hazardous material** at the site.
 - For containment, if necessary, **topographic maps** were needed. **Better communications** with **railroad facilities** were needed.
- The command staff and Hazmat Teams will be interested in **video** to help them **evaluate** the situation.





Conclusion (continued)

- Although we had communication between our crews on scene and our dispatch center, our **ADASHI program usage** could have been maximized if we were using **real-time data** on scene.





Conclusion (continued)

- A **constant data communication source** supplying **wind speed, wind direction and relative humidity** would have automatically updated maps, evacuation distances and plume models.





Fire department pre-plans

- When responding to an emergency situation, fire departments today have, for the most part, an **advantage**.
- Preplanning efforts by fire departments have *increased* their **efforts** in obtaining all necessary documentation needed for pre-plans.





Fire department pre-plans (continued)

- Pre-plans are essential for *Initial Action Plans* for any emergency situation.
- Pre-plans can be done on **events, buildings** or **geographic locations** such as railroads.





Fire department pre-plans (continued)

- At present time our department, is taking **pre-planning** to its **next evolution**.
 - We are **pre-planning** all commercial occupancies in **real time data** from 6 Apple IPADs with cellular 4G connection.





Fire department pre-plans (continued)

- As soon as data is entered it can be viewed on any Pineville **Fire Department Station Based Computer** located in the **Fire Administration Building, Station, OR Dispatch Computer OR IPADs.**
 - Pre-plans are up dated **twice a year.**





Fire department pre-plans (continued)

- These consist of **building diagrams**, nearest **hydrants**, or any **obstacles** pre-identified on the **pre-plan** that may **hamper** a response to that particular occupancy.



