

Upper Mississippi River Hazardous Spills Coordination Group

April 24-25, 2018
Dubuque, Iowa

Meeting Summary

Participants

Joe Sanfilippo	Iowa DNR
Jason Marcel	Iowa DNR
Mike Rose*	Minnesota PCA
Rick Gann*	Missouri DNR
Timothy Koehn	USACE, Rock Island District
Jeff McCrery*	USACE, Rock Island District
MSTC Spencer Ehlers	USCG, Sector UMR
CMDR Mark Sawyer	USCG, Paducah MSD
Jeffrey Weddle	USCG, Quad Cities MSD
Dan Malec	USCG, Quad Cities MSD
Ramon Mendoza	USEPA, Region 5
Steve Faryan	USEPA, Region 5
Ann Whelan	USEPA, Region 5
Valincia Darby*	USDOJ
Charles Pedersen	Jo Daviess County EMA
Greg Harris	Dubuque Fire Dept.
Tony Houdyshell	Canadian Pacific
Kristen Hancock	BP
Kirsten Mickelsen	UMRBA
Mark Ellis	UMRBA

*Participated by phone.

Call to Order and Introductions

The meeting was called to order at 1:05 p.m. by Chair Joe Sanfilippo. Introductions of all participants followed.

Approval of Previous Meeting Summary

The summary of the November 15-16, 2017 UMR Spills Group meeting was approved without modification.

Agency and Partner Updates

Iowa

Joe Sanfilippo said there had been no major spills affecting the UMR or tributaries since the last meeting. He reported that:

- The only state responder is stationed in Des Moines, limiting availability for consultation with the six regional offices.
- The state is streamlining its response agency to be as economically feasible as possible.
- The main topics to be discussed in meetings this fall are chemical spills, reporting quantity thresholds, spill complaints, water supply issues, and wastewater issues.

Missouri

Rick Gann reported that there had been no significant releases affecting the Mississippi or Missouri Rivers since the November meeting.

A court case in which the state attempted to recoup sewer repair costs from a responsible party was struck down. As a result, new regulations have been proposed to determine Responsible Party (RP) responsibilities. A 'hazardous substance emergency declaration' order will specify the legal responsibility. The proposal to strengthen the law is moving through the legal system now.

Minnesota

Mike Rose reported that Magellan Pipeline had a release that entered a storm drain but was contained before reaching the Mississippi River. Additionally,

- There is a new section manager at MPCA; Closed Landfill Program manager Jane Braun retired, a replacement may be hired by late May.
- The Emergency Operations management team needs to include more agency staff to produce response guidelines and training materials.
- On May 8-10, an AMSTEP planning meeting will be held in the Twin Cities. The exercise will follow in July.
- For larger responses, a broad array of talent is needed at the state. Rose would like to assemble SOP and other documentation. A feedlot exercise is scheduled for April 25, 2018 that will help show if such documents are helpful to responders in the field.

Illinois and Wisconsin

No representatives from Illinois and Wisconsin were present to provide updates.

USCG

Spencer Ehlers of Sector UMR reported no significant releases since the last meeting.

- Staff transfers happen in June 2018. A new deputy and incident managers will be posted.
- GUIEs will continue, with the next to be held in the Quad Cities and St. Paul areas of operation.

USEPA Region 5

Ann Whelan reported that USEPA Region 5 has a new administrator and a Wisconsin OSC retired. The agency has a budget that is approximately the same as last fiscal year. Additionally,

- The AMSC exercise in UMR Pool 2 on September 12 will have a railroad component. OSC David Morrison would like to tie response strategy development to the exercise.
- Boom training will be held with West Bend and Milwaukee, WI fire departments.
- Incident Management training will be held for staff in Chicago during the first week of May.

USEPA Region 7

Joe Davis reported that USEPA Region 7 has a new administrator, Jim Gulliford, who had previously served in the position. Other news includes:

- RRT7 met on March 27-29 in Kansas City.
- Many agency staff members were deployed to support disaster response in Texas, Puerto Rico, and California.
- Response Plans are being developed for the Missouri River from St. Louis, MO to Yankton, SD. Site data has been collected from boats. Work will continue on other rivers in the region, including the Meramec, Gasconade, and Des Moines Rivers.

- SCAT training will be held in St. Louis in May 2018.
- USEPA Regions 6 and 7 will hold a joint full-scale exercise near Jefferson City, MO in 2018 and include representatives from federal, state, and local agencies.
- A 1000-gallon fuel tank missing from the 2017 floods was discovered grounded on an isolated river island in the Mark Twain National Forest. [Davis later presented a case study on how the tank was recovered, outlined below.]

USFWS

No USFWS representatives were present to provide an agency update.

USACE

Corps staff said there were no incidents to report since the last meeting.

Canadian Pacific Railway

Tony Houdyshell shared two rail incidents since the last meeting and upcoming training events:

- A derailment of 11 fracking sand cars in La Crescent, MN on November 19, 2017. Only 1.5 yards of material was lost and the river was not impacted.
- Last week, a tank car leaked 5 gallons of magnesium hydroxide between Kansas City, MO and Ottumwa, IA.
- CP will host an oil spill response training for local fire departments in Watertown, WI on June 11-13, 2018.
- Basic response training for local responders and contractors will be held in Guttenberg, IA on June 15-16, 2018. This training will incorporate vendors to demonstrate new equipment.
- The Ottumwa, IA Fire Department will host a response trailer for the Southeast Iowa Response Group, which targets the Des Moines River. The trailer holds 1000' of boom, a 14' boat, and other basic equipment.

Dubuque CAER

Charles Pedersen of Jo Davies County (IL) EMA shared how the Dubuque CAER group began. [Pedersen led more detailed discussion of Dubuque CAER on day two of the meeting, outlined below.]

BP

BP is working with EPA Region 7 and the Iowa DNR to plan a worst-case scenario response drill for its Dubuque facility to be held on June 5-6, 2018.

NRC Spill Reports Summary

Mark Ellis distributed a tabular summary of spill reports made to the National Response Center (NRC) affecting the UMR in the period of October 2017 to April 2018. Records from 2018 were missing the water body affected, but the Mississippi River was listed in the incident description.

Case Study: Floated fuel tank in Mark Twain National Forest

Joe Davis presented a case study of a 1000-gallon fuel tank that was floated into the national forest during the 2017 floods. It was not discovered until much later by forest visitors. The tank owner had hired a drone operator to help find the tank while cooperating with MO DNR. The owner decided he could not attempt the recovery himself, so let USEPA Region 7 do so.

Federal agencies don't normally activate a Pollution Removal Fund Authorization for fellow agencies, but USEPA found that it is possible. However, in this case, the agency fund center approved doing the work, so it was not necessary.

The tank was deposited in very rough terrain far from any vehicle access. Approaching by boat was not viable, as the shallow rapids and rocky shoals would be unpassable. USEPA Region 7 moved equipment to the tank using ATVs and a small skid loader. The hiking trail nearby had to be bypassed to avoid damaging a native historical site near its base. Responders were able to offload the fuel into totes that were hauled out with the skid loader. The tank was lifted stepwise up the slope and also hauled out for retrieval by the owner.

USFS is exempted from liability in this case, which is currently in court to determine if the owner is responsible for cleanup costs or if he will be exempt due to an 'Act of God' in a natural disaster.

Case Study: M/V Eric Haney Sinking

Commander Mark Sawyer provided an overview of MSU Paducah's area of operations to familiarize the group with the sinking location and jurisdictions. On July 8, 2017, the M/V Eric Haney struck an underwater dike, rupturing the hull and flooding the engine room. The vessel drifted downstream and sank in 25 to 40 feet of water near the Missouri shore at river mile 10. The responsible party activated the vessel's response plan and made required notifications. Vents on the vessel remained closed, but a steady discharge of fuel was seen downstream. The vessel contained 1,600 gallons of lubricant and 78,000 gallons of diesel, so it was classified as a major marine incident. This triggers investigation by the National Transportation Safety Board; the investigation has not been finalized as of this date.

The Incident Command Post was set up in Paducah, KY; staging was held at a boat ramp about 12 miles from the site at Wickliffe, KY. A towboat was brought in to stage responders on site and relieve heat stress. USCG consulted with USFWS to determine the likelihood of sensitive mussel and sturgeon species being present. USFWS concluded that the risk was low for both, but Wolf Island 15 miles downstream would be an area of concern.

Response Operations used 1,200 ft. of boom on site and 500 feet downstream during the initial phase. Contractors were summoned to raise the vessel and bring more equipment. A skimmer was needed on day one but took several days to arrive due to flat tires en route. While waiting for cranes to arrive, divers evaluated the scene and provided information to engineers to design a lightering plan. Working in responders' favor was the dropping river stage, about 1.5 feet per day. Fortunately, the boat did not list much as water levels dropped.

The sinking happened near the jurisdictional boundaries of three USEPA Regions (4, 5, and 7) and states (Illinois, Kentucky, and Missouri). OSCs were given access to HSEM documents and plans so that response could be coordinated. As responders traveled to the site, Incident Command developed a lightering and salvage plan. Hot-tapping was rejected in favor of floating the bow with air bags while dewatering and defueling took place. Operations began in the early morning of July 13. A bulkhead was installed between the engine room and tanks; oily water was pumped from the engine room to the river behind the boom and was collected by boat. Once oil and oily water were removed and the vessel refloated, it was towed to a repair facility downstream.

Lessons learned:

- The response had good communications, though jurisdictional challenges created uncertainty around internal communications within other agencies. Group texts worked well to keep responders informed.
- The importance of activating the vessel response plan was made clear by the quick notifications that led to timely mobilization of most assets. USCG should ensure it is complete and follow up on needed improvements with the plan holder.
- There was confusion over the salvage lead that caused delays in response, as OSROs were not positioned in a timely fashion because of legal concerns. Plans should clarify such details so that time is not lost setting up the contractual framework within which response occurs.
- The RP did not have adequate staff to fill multiple response roles, which created internal conflict that could have delayed response decision making. USCG needed to fill roles within Incident Command.
- The need for a Sub-area plan in this region was made clear by the difficulties encountered due to jurisdictional questions. Having a Sub-area plan would clarify notifications, jurisdictions, roles, and responsibilities.

The Oil Spill Liability Trust Fund was opened for USCG costs, the RP paid for expenses. It was considered fortunate that the vessel sank at the shore, as blocking the shipping lane would have created a very intense situation. Though it was fortunate that there were no injuries, the investigation might lead to the boat captain's license being suspended or revoked.

Clean Waterways Event

Rick Gann noted that the conference was good for state representatives. State OSCs met and shared organizational concepts and approaches. The states plan to meet before next year's conference in Cincinnati. However, the timing was questionable as it overlapped with the Major League Baseball season opener, which is a major event in St. Louis.

Tony Houdyshell chaired a presentation track for industry. The event was well-attended and provided a good forum for industry representatives to mix with each other and with regulatory representatives. Industry participants represented railroad, pipeline, and maritime transportation. Houdyshell noted that future conferences are likely to stay in the Midwest, alternating between the Mississippi and Ohio Rivers. In response to questions, Houdyshell noted that vendor turnout was high and overflowed the initial designated space. New vendors and technologies were available that offered interesting new options for industry to use. This is a sister event to the well-established Clean Gulf.

Mark Ellis noted that the conference was organized well and used the space to effectively get attendees to mingle and discuss the presentation tracks. Tracks had ample time for good presentations and time between tracks allowed participant discussions to develop before the next sessions began.

Mapping and Planning Updates

Region 5 Regional Response Team (RRT) and Region 5 RCP/ACP

Ann Whelan reported that a natural disaster tab will be added to www.rtt5.org. This will house resources to support response to disasters. [Whelan and others presented USEPA 2017 disaster responses in a later presentation.] Other key highlights include:

- USEPA Region 5 recruited USGS to run the RRT5 Science & Technology committee, which met in Madison, WI to talk about modeling and related issues.
 - Recent USGS research has shown that boom skirt can make eddies that push oil into the water column.
 - Rivers in glacial areas deposit sediment differently from classic river geomorphology, and thus also carry oil differently.

- US DOI no longer considers it “taking” under the Migratory Bird Treaty Act if the killing of a migratory bird is incidental. This will have a big impact on oil spill cleanup responsibilities. There will be no fine for an incidental take, but NRDA costs may still apply.
- USEPA and USCG are no longer planning jointly in the Great Lakes, so plan changes are coming. Each agency will have a plan for its jurisdiction. Committees will meet to clarify jurisdictional boundaries. The split is not expected to affect other planning areas.
- USCG studied a leaking ship in Detroit, MI with a deceased owner and defunct company. USCG seeks a way to dispose of the vessel and clean up the oil with no liable party to defray costs.
- USEPA Region 5 OSCs have recently had to deal with several bomb building sites, including one in Beaver Dam, WI that killed the bomb builder and burned down an apartment building. Region 5 conducted air monitoring at the site. The Quad Cities Sub-area has held active shooter training and bomb building cleanup training.

Whelan shared the prototype RRT5 viewer that can output a County Fact Sheet report. A user selects a location and features to show on the map, then generates a report of features within the extent of the map. It currently is set up to work in a select few counties but will be available region-wide. Its intended uses will include being able to populated incident command forms during response. Mike Rose noted that it could be useful for tracking response and by targeting resources to increase efficiency of the response process.

Region 7 Regional Response Team (RRT) and Region 7 RCP/ACP

USEPA Region 7 has also encountered bomb making sites. In Omaha, NE, the fire department asked Region 7 to clean up a site after an explosion at a small-scale personal fireworks-making operation. The St. Louis Bomb Squad was called to dispose of a pipe bomb that turned out to be a custom pipe containing a significant quantity of mercury.

Joe Davis compared USEPA Region 7’s data tools to the County Fact Sheet report viewer from Region 5. The Region 7 tool can be used for notification or to dump field data into a viewer for analysis. It is being integrated as a daily-use response and planning tool. In a response, Operations can see status updates from field crews as they are generated. The agency is developing it as a daily-use tool to support planning and response activities.

USEPA Region 7 found past RRT meetings held jointly with Region 5 very beneficial and has talked about proposing to hold them jointly again. RRT 7 held a spill-oriented meeting on March 29-30, 2018 in Kansas City, MO.

Region 5 Inland Sensitivity Atlas

Mark Ellis said UMRBA submitted the completed Illinois statewide update of the Inland Sensitivity Atlas (ISA) to USEPA Region 5 in December, 2017. Data collection for the Wisconsin update continues. This update is due on September 30, 2018.

With a new mapping widget added to the ISA map viewer, pdf maps will no longer be created for the ISA. In addition to the custom map functionality, USEPA Region 5 is developing a report tool that will automatically populate a fact sheet with key facility and contact information based on a location. Tribal fact sheets are being manually created by the agency in cooperation with the tribes. These account for a different turnover when tribal leadership changes and include Traditional Ecological Knowledge information.

Greater St. Louis Sub-area and Great Rivers Sub-area

No Sub-area representatives were present to provide updates.

Minneapolis-St. Paul Sub-area

Mark Ellis reported that OSC David Morrison would like to update spill response strategies for UMR Pool 2. This would include participation by local facilities and responders both to improve the strategies and broaden awareness of the plan. If possible, it could be tied to the AMSC exercise scheduled for September, 2018. The date for the next Sub-area meeting has not been set yet.

Quad Cities Sub-area

Ramon Mendoza reported that no significant spills have occurred since the last meeting. Also:

- The Sub-area has held training for active shooter situations and bomb building cleanup.
- The Quad Cities Sub-area Plan is due for a review.
- Rock Island and Davenport LEPCs, a coalition of water suppliers, and USCG are interested in meeting, but no date has been set. Mendoza and Barbi Lee met with Quad Cities water suppliers in 2017 and will reach out to other facility managers to share how the notification process works. Ann Whelan noted that there is agency interest in doing the same with water suppliers on Lake Michigan.

[The meeting adjourned for the day at 5 p.m. and reconvened at 8:00 a.m. on November 16, 2017.]

Geographic Response Planning

Mark Ellis reported that a demo and distribution meeting for the completed UMR Pool 9 Spill Response Plan was held on March 29, 2018. This was the final pool plan for the UMR National Wildlife & Fish Refuge. Ellis also updated contacts for all UMR Refuge plans and brought the Pool 7 plan into the same format as the others. Ellis will consult with USFWS staff to see if another UMR refuge is interested and able to develop a spill response plan in 2018. As noted previously, response strategies may be developed for UMR Pool 2 in the Twin Cities this calendar year.

Joe Davis said that the Great Rivers Sub-area work has been delayed due to staff disaster response deployments, though work may resume in 2018. The geographic scope of the Sub-area was shrunk to make it more manageable. It was also broken into segments based on the major rivers. Work will begin on the Ohio River segment when it resumes.

Tony Houdyshell presented an update on CP Railway response plan development. Preliminary approval and design of a plan for Wisconsin is scheduled for May 15, 2018. Work will continue to the rest of CP's US tracks in the next year and a half. Minnesota will be done next, followed by Illinois. A GIS mobile app is deployed from the internet via a secure site. It shows control points, access points, and staging areas. Control points are developed at crossings or exposure to waterways and include information 27 miles up- and downstream. Every year, 20-25% of control points will be updated.

The app uses over 100 data overlays that are field checked to resolve data discrepancies. Receptor data, such as water intakes, hospitals, schools, and more are included. CP is looking at adding plume modeling capability to the app. A one-page handout can be generated and stored in a SharePoint database. CP resources and infrastructure are also color-coded for quick visual highlights. Other features include integrating weather data and response resource drive time analyses.

A first draft of the app is due in the next two months, with full integration targeting September 2018. Future functionality CP will investigate includes augmented reality to model a train derailment or fire

incident. This would allow users to assess a virtual scene without putting personnel in dangerous situations.

Contractors will be able to access the app and its contents temporarily. Data overlays and analysis are considered proprietary, so won't be available to integrate into other map viewers. Joe Davis said that USEPA would be interested in seeing the mapping app, control points, and access points when complete if the agency cannot have direct access to the system. Members agreed that a summer conference call and web meeting to demo the app would be very beneficial to the group.

Dubuque CAER (Community Awareness and Emergency Response) Showcase

Dubuque CAER representative Charles Pedersen of Jo Daviess County (IL) EMA introduced the CAER group to UMR Spills Group members. He provided some back story about how the group began as a way for members to pool personnel and resources to protect the public in emergency situations. Dubuque CAER actively increases public awareness, serves as a clearinghouse of ideas and information, and provides public relations in an industry-to-industry structure. The Dubuque Fire Department provides manpower and equipment, too. Members share not only equipment and personnel, but also lessons learned and training. Greg Harris of Dubuque Fire Department added that years of training has taught members how to respond and who to call and has built strong relationships. The last two meetings have included working with the LEPC to address spill prevention goals. Companies not directly on the Mississippi River have been invited to take part.

The 2015 Sherill, IA ethanol spill provided a kick start to the CAER group. Dubuque made a significant investment to restore Bee Branch Creek; the CAER group promoted the idea of pooling resources to be better able to protect the project area. The City agreed and supported the nascent group. Jo Daviess County joined, with its Health Department extending cooperative resources by forming a group in Galena, IL. Other volunteer groups are connected to broaden skills, such as chainsaw teams to help clear downed trees after floods or storms or habitat groups who help by stocking species in upstream areas or tributaries as a local source for restoration work.

The June 2017 derailment near Balltown, IA highlights Dubuque CAER development. The group supported response by helping to offload and remove derailed train cars via barge. The response built good partnerships and was very effective, avoiding an extended track shutdown and removing all material from the site.

Dubuque CAER held its first training in July 2015 to respond to spills at storm water outfalls. This would be an initial response until larger support capacity arrives. It proved helpful at Lock 11 when a towboat leaked fuel.

In 2016, the group tested a mobile command post and radio connections across the river with support from the La Crosse (WI) Fire Department and industry. This training taught members how to work with OSROs, prepare for incidents, get guidance, and how to get help from other entities. CP provided the group with a Railroad 101 training to teach members about railcar anatomy and chlorine kits. Later that year, an ice response training event was held to teach ice response techniques, ice rescue, and oil collection in winter conditions.

In 2017, the group took part in response training in Prairie du Chien, WI. Members expanded knowledge of booming strategies to more than just containment and collection and introduced them to USEPA Region 5's Inland Sensitivity Atlas. Boom training in Bellevue, IA was held concurrently with a tabletop exercise. ARTCO shared operations capabilities on the river. Skill stations were set up to teach more booming techniques and equipment use. Dubuque CAER also tested an equipment trailer on Catfish Creek to deploy assets and prevent a spill from reaching the Mississippi River.

In 2018, Dubuque CAER held another ice response training event hosted by USACE at Lock 11. Around 50 members, including many newcomers, learned ice safety, plywood diversions, and slotting techniques.

Future training events include:

- June 15-16, 2018: Guttenberg, IA - basic spill response training
- July 19, 2018: Dubuque, IA – diking and diversion for land releases
- October 18, 2018: Dubuque, IA – deployment drill at CP rail yard
- November, 2018: Dubuque, IA – Railroad 101
- Spring 2019: marine vessel tour with ARTCO tug

Tony Houdyshell noted that the inaugural meeting of the Quad Cities CAER group takes place on April 26, 2018. This group will bring together federal, state, and local agencies and transportation and other industry.

Discussion of the local geography led to a suggestion to discuss unique approaches to access hard-to-reach sites such as bluffs, confluences, or backwaters at the next UMR Spills Group meeting. Members will share alternative approaches at that time.

USEPA Disaster Response

USEPA staff were deployed to support response to hurricanes and fires in the Caribbean, Texas, and California in 2017.

Ann Whelan deployed to Texas and supported response to a chemical facility in Houston. The facility operator reported that organic peroxides were stored on site, which will ignite above a threshold temperature. The fire department wanted to control a burn to lessen danger to the public, but other chemicals in the facility increased the danger. USEPA staff modeled scenarios for the best conditions to produce the least impactful plume and predicted when the peroxides would ignite. The fire department used this information to set the fire and successfully contain the blaze until it subsided.

Joe Davis deployed to Corpus Christi, TX to support hazardous materials collection and disposal. Corpus Christi is surrounded by barrier islands, which protected it more than other cities along the coast. Headquarters ran operations out of a VFW post. Orphan containers were collected on a large scale and hauled to a sorting facility, where staff identified chemicals and sorted them for disposal. Texas has been proactive in hurricane preparation and planning since hurricane Ike in 2008. An operations work group was set up to improve communications between federal agencies and the state. GIS is used to manage response by using field data to inform Incident Command in real time. This system proved useful in 2017, as USEPA and USCG were able to integrate smoothly with state officials, cities, and LEPCs to carry out operations.

US Virgin Islands (USVI) and Puerto Rico are within USEPA Region 2, so the response was run from New Jersey; workers in the field used a modified ICS to carry out tasks. Staff monitored drinking water and checked facilities and cisterns. Air monitoring was set up but not needed in the end. USVI has no permitted landfill, so hazardous waste was sorted, packed, and shipped to the US for disposal. Medical waste and vessel operations were large parts of the response. Mold assessments were handled by island agencies. Community involvement and outreach were key to organize collections. A half-million items were collected for disposal.

Puerto Rico was split into three districts for management of operations. Lodging for responders was difficult due to power outages. Finding areas to stage household hazardous waste (HHW) was delayed by mayors not offering locations. Collection of waste must be coordinated from 34 communities.

Vegetation was stripped from wide areas, roads were ruined by landslides so access was restricted. Cities are served by drinking water utilities, but smaller towns use wells that were without power. USEPA was able to deliver generators to get these wells running. People in the rural hills are, to this day, tapping springs to get water. Territorial government is distributing water, but not frequently enough to meet public needs. Ramon Mendoza was assigned as a HHW pad manager and had to reach out to communities to organize collections. All materials were sorted and packaged for shipment from Toa Baja. The largest waste stream was e-waste. USACE handled white goods such as freon. Medical waste piled up due to an inability to secure a barge for shipment or an incinerator for disposal.

Notification Drill

Mark Ellis recapped the UMR notification drill of January 6, 2018. USCG Sector UMR initiated a Government-Initiated Unannounced Exercise (GIUE) based at a facility in St. Louis, MO. Notifications were sufficient, as no members who would have wanted to be informed were missed. Discussion resulted in the consensus that over-notification is a good practice so that more members are aware of the situation.

UMRBA Strategic Plan

Kirsten Mickelsen shared an outline of the UMRBA strategic plan with the group. The Association is open to re-evaluating priorities for its support of the UMR Spills Group. The five strategies include being an advocate, a catalyst, a convener, a communicator, and a developer. The Association will further develop the document and UMR Spills Group members will have a chance to review. UMRBA can use feedback to enhance the broad language in the document, e.g. advocate what and to whom?

UMR Training and Exercises

Ellis summarized the training and exercise events scheduled in 2018 as follows:

- EPA Region 7 SCAT training in May 2018
- June 15-16, 2018 CP/BNSF-sponsored oil spill response class in Guttenberg, IA
- July 19, 2018 Dubuque CAER diking and diversion training
- September 2018 Area Maritime Security Exercise with railroad bridge scenario held by MSD St. Paul in UMR Pool 2
- October 18, 2018 Dubuque CAER deployment drill at CP rail yard
- November 2018 Railroad 101 training in Dubuque, IA

Future Meeting Schedule

The group agreed to tentatively hold the next meeting October 16-17, 2018 in Dubuque, IA. Mark Ellis will talk to state representatives to confirm the time and location are feasible for all.

[With no further business, the meeting adjourned at noon on April 25, 2018.]