

**Upper Mississippi River
Hazardous Spills Coordination Group**

**November 15-16, 2017
Moline, Illinois**

Meeting Summary

Participants

Joe Sanfilippo	Iowa DNR
Dorene Fier-Tucker	Minnesota PCA
Rick Gann	Missouri DNR
Patrick Collins	Wisconsin DNR
John Punkiewicz	USACE, Rock Island District
Leo Keller	USACE, Rock Island District
Frank Catalano	USACE, St. Louis District
LTJG Dana Schmitt	USCG, Sector UMR
Susana Lee-Kiddey*	USCG, Sector UMR
Jeffrey Weddle	USCG, Quad Cities MSD
Barbi Lee	USEPA, Region 5
Steve Faryan	USEPA, Region 5
Ann Whelan	USEPA, Region 5
Ted Jamieson	USEPA, CID
Sabrina Chandler*	USFWS
Vilincia Darby*	USDOJ
Chris Biellier	Seneca Co. Environmental Services
Matt Stokes	STARS, LLC
Tony Houdyshell	Canadian Pacific
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. After introductions, Sanfilippo awarded John Punkiewicz with a certificate of appreciation to commemorate his years of dedication and support for the UMR Hazardous Spills Coordination Group.

Approval of Previous Meeting Summary

The summary of the April 25-26, 2017 UMR Spills Group meeting was approved without modification.

Agency and Partner Updates

Wisconsin

Pat Collins introduced himself to the group and noted that no major spills have occurred in Wisconsin since the previous meeting. Steve Galarneau is the new state representative at the Office of Great Waters.

Minnesota

Dorene Fier-Tucker said only a few small spills had occurred in Minnesota since the last meeting. MPCA has increased preparedness work, conducting five drills with unit trains of oil or ethanol, equipment checks and deployment. Fier-Tucker took part in the September 26-28, 2017 Enbridge exercise in Bemidji, MN. Other MPCA staff took part in the October 25, 2017 tabletop exercise of Enbridge's Superior Terminal.

A railroad and pipeline emergency training center is being built in Camp Ripley, MN. Around \$2.5 million has been allocated for design. Funding needs to be secured for construction. MPCA is currently seeking input from industry stakeholders and emergency responders. Private parties will also be able to use the facility when complete. Spills Group members noted that similar facilities exist in Colorado, Illinois, and Kansas.

Missouri

Rick Gann reported that there had been no significant releases to the UMR or waterways in Missouri since the April meeting. The Meramec River flooded in 2016 and again in May 2017. The first cleanup was very effective, so there was much less household hazardous waste to clean up this year. A full-scale exercise between USEPA Regions 6 and 7 was planned but postponed because of Hurricane Harvey flooding. It is now scheduled to take place in April 2018.

Iowa

Joe Sanfilippo said there had been no major spills affecting the UMR since the last meeting. A windstorm and tornado around Marquette and McGregor occurred in late July. The storm shut down the wastewater treatment plant in McGregor for several hours. Cleanup is still underway. Budget problems are the main issue facing the Iowa DNR right now. The Department will not be as progressive in response because 24-hour staff are no longer available. Further staff reductions may follow in January, so there is uncertainty about future response capacity.

USCG

Dana Schmitt said Sector UMR had worked with MSDs to support flood response of Hurricanes Harvey, Irma, and Nate. [Note: details are described in a presentation later in the morning.] Like Missouri, Sector UMR had an exercise postponed due to the flood response. Jeffrey Weddle said that MSD Quad Cities had seen only small spills in its area of responsibility since the last meeting.

USEPA Region 5

USEPA staff are taking part in response efforts in Texas, the Caribbean, and California. This has tapped out the agency's response capabilities. It has been several years since the last big responses; the natural disasters offered a chance to see how well Agency response systems work. The Texas floods following Hurricane Harvey caused a facility to lose cooling that prevents certain chemicals from igniting. The agency modeled when an explosion might happen. With good weather conditions, the chemicals were purposefully ignited to better control the fire and minimize risk to the surrounding community. The facility could not identify all its peroxides or the types of containers used to store them. USEPA helped identify the likely chemicals present.

USEPA Region 7

Group members from USEPA Region 7 were all assigned to response duties and unable to attend the meeting.

USFWS

Sabrina Chandler noted that there were a few NRC reports of sheens within the UMR Refuges since the last meeting. [Note: Chandler provided a more detailed presentation regarding the cleanup of Big Slough later in the meeting.]

USACE

John Punkiewicz said there was an incident at Lock 19 in Keokuk, Iowa on July 5. The lockman smelled diesel after both downbound and upbound tows passed through the lock. Investigation revealed that the downbound tow had leaked while refueling during locking. The lock was shut down for several hours. This will likely trigger new federal rules about fuel transfer limits. However, Punkiewicz observed that the lock chamber is probably the safest place to transfer fuel because a release would not impact any nearby habitat areas.

Seneca Co. Environmental Services

Chris Biellier said Seneca helped prepare facility response plans for ethanol plants in the region. Some had GUIE events recently, Seneca is helping the facilities improve their plans and training. This included use of sluice gates and dam diversions.

Canadian Pacific Railway

Tony Houdyshell shared that a bridge strike occurred at Sabula, Iowa in early November 2017. The accident caused around \$100,000 damage to the middle tier of the bridge. Houdyshell noted that there was a strike at a UP rail bridge in Minneapolis recently as well and encouraged the Group to spread awareness that low water levels may create more difficult piloting for the tow operators.

CAER Groups

Matt Stokes said Dubuque CAER had held a boom deployment exercise in UMR tributaries. The exercise was a general success, but there were some issues deploying the BNSF equipment. Railroad companies sponsored a functional exercise in Camp Ripley, Minnesota. The event involved pressurized tank rail cars and had good press coverage. MPCA evaluators were present for the event, which focused on interoperability to improve cooperation.

Red Wing CAER received funding from pipelines and railroads to hold a boom deployment exercise. Around 150 local responders took part. Participants deployed boom and identified ways to improve. The City of Red Wing tested a Rail Annex to its disaster plan.

In June, CP and BNSF sponsored a Dubuque CAER boom training exercise in Bellevue, Iowa. Around 60 participants set boom, stood up ICS and a command post, and tested the Initial Incident Action Plan.

In July, CP and BNSF sponsored boom training exercise in Lake City, Minnesota. The training involved open water herding with around 2,400' of boom. Several stations were set up for responders to learn different techniques. The group is discussing holding a similar training in moving currents.

CP Railway donated a skimming equipment trailer to Red Wing CAER. It has a diesel power pack donated by Pinnacle Engineering. Stokes will share the equipment list with UMRBA to update the online Equipment Viewer.

UMR Spill Plan

Mark Ellis noted that UMRBA staff had recently updated SHPO and cultural resource contacts in the UMR Spill Response and Resource Manual with assistance from Adam Davis of NOAA. Ellis will update the Plan pages accordingly and add a record of change to the document.

Case Studies: Big Slough, Iowa

Sabrina Chandler presented about the cleanup of Big Slough in Iowa, which was filled with debris following a flood event in the summer of 2016. Big Slough lies just below the Upper Iowa River confluence with the Mississippi River near New Albin, Iowa. Although a rock sill at the opening reduces flow, most of the Upper Iowa River current naturally enters Big Slough.

Friends of Pool 9 contacted Allamakee County and the Iowa DNR about the debris; Iowa DNR notified USFWS. It is not uncommon for floods to create log jams in the slough. Log jams documented in the 1990s, 2008, and 2013 were natural materials and did not create problems. In 2016, USFWS found over a mile of the slough filled with a mix of natural and unnatural debris, including pallets, propane tanks, wrapped hay bales, and junk.

Allamakee County, Iowa DNR, and USFWS met to figure out how to approach the problem. The first hurdle was answering who owned the problem, as jurisdictional overlap created issues. It was ultimately decided that USFWS would be responsible for the cleanup. How to carry out and fund the cleanup were the next steps. The County made a disaster declaration to try to secure FEMA funding. Benefits of hiring a barge contractor or renting an Air Curtain Burner (ACB) were also considered. USFWS began the federal contracting process to rent an ACB, which would cost \$12,000 per month plus transport costs.

In the meantime, USFWS contracted with the USACE maintenance and repair staff in Fountain City, Wisconsin to begin debris removal. Water levels were good for accessing the slough, so the Corps moved in an excavator barge to start the work. USACE found they were able to move the natural debris aside to reach the unnatural debris and load it onto the barge. This work went faster than expected. The crews took material across the Mississippi River to Blackhawk Park to dump into roll-off dumpsters. This cleanup proved so effective that renting the ACB proved unnecessary. The cleanup was completed in about a month. Some woody debris was left in Big Slough to keep its habitat in a more natural state. Friends of Pool 9 documented the cleanup with photos taken during and after the project.

The USACE 4-person crew worked seven to 12-hour days and made several passes through 1.7 miles of Big Slough to clean up. Living Lands and Waters worked four days removing man-made debris. Three 30-yard dumpsters were filled with debris, including 30 tires; a 500-gallon, a 100-gallon, and four 20-gallon propane tanks were retrieved and recycled; roughly 12 gallons of miscellaneous oils and six gallons of water mixed with gasoline were collected and disposed; plastic wrap was removed from hay bales.

Total cost of the cleanup was around \$30,000 including labor. Group members asked if USFWS would have burned all the debris; local contractors in Missouri and the Quad Cities have air burners that are set into the ground. USFWS planned to use on a barge so there would be no need to transport material. Some smaller models were considered, but the large roll-off was chosen as the best option. Fier-Tucker said that Minnesota owns two incinerators. Iowa DNR owns a box burner and the Dept. of Agriculture owns a mobile burner that gets set into a trench. The State may be interested in selling the mobile burner, should USFWS or USACE be interested in buying.

The local public wanted more of the natural debris removed, but USFWS did not want to remove any more natural debris than necessary. Using a wood chipper on a barge was also considered, but the ease of moving the debris made this less useful.

Sanfilippo asked if there are any lessons or guidance from this project. Chandler said that it takes many federal, state, and local partners to tackle such a complex problem and to secure funding. Clarifying jurisdiction was the largest challenge to getting the cleanup started. She noted that Congressional inquiries spur such a process along as it helps get approval from agency leadership. Chandler said the After Action Report is not yet fully developed, but commended Randy Urich and Chris Stai of USACE for coordinating and carrying out the work on the water.

Clean Waterways Event

Rick Gann described the April 2018 conference that will be held in St. Louis, Missouri. Several members of the UMR Spills Group took part in the Advisory Committee Meeting on November 2, 2017 in St. Louis. Organizers briefed participants on the June 2017 Clean Waterways Event and the process for developing the next conference. Response Track sessions include ice, fire, and innovation case studies; fire and runoff; non-floating oil tools for assessment, tracking, containment, and recovery; response safety; and rivers and ice.

Mark Ellis described the Planning and Preparedness Track, which will have sessions about integrated vessel response plans, crisis communication and coordination strategies, existing and emerging technologies, inland spill response planning, response planning for wildlife considerations, and the evolving regulatory landscape across multiple sectors.

Industry is the conference's target audience. Additionally, key state and federal agencies were invited.

USCG Sector UMR Report

Dana Schmitt gave an overview of USCG Sector UMR activities in the period of April to October 2017. Schmitt said that from April to October 2017, a total of 82 NRC reports were made in Sector UMR's area of operation. An increase in reports of releases from vessels correlates directly to increased river traffic. The only significant case is a 150-gallon tank overfill release near RM 198 on May 20, 2017.

Schmitt listed a number of activities relevant to the UMR in which the Sector had engaged, including TRIPR, FOOSC, and OSRO trainings, GUIEs held in each area of operation, and planning and consultation work. He also noted that Sector UMR underwent a change of command on July 7, 2017. Sector UMR personnel will be taking part in events planned for FY2018, including FOOSCR and Inland SCAT trainings, a joint USEPA Regions 6 and 7 Full-scale Exercise in April 2018, GUIEs, and various outreach activities.

Schmitt then summarized the response assets and capabilities of the three Marine Safety Detachments. MSD St. Paul has no boat forces. MSD Quad Cities has two 29' RB-S II. MSD Peoria has two 29' RB-S II and one Western River Flood Punt package (WRFP), which comprises three 16' War Eagle boats with 20hp engines, two crew and 500 lb. capacity. These are not intended for use in swift water, ice conditions, or for towing. Sector St. Louis has two 29' RB-S II and two WRFPs. WRFPs can be requested through Sector UMR.

Schmitt noted that Sector UMR is reviewing thresholds for still notifications. He asked the Group for input on the Coast Guard's handling of notifications. Currently, a release of one drop of oil is sufficient to trigger reporting. After discussion, state members agreed to keep the current threshold of triggering notification to any quantity. Notification drills will continue to be held in Sector UMR. These will present scenarios of average most probable discharge and check all boxes for triggering notification. Schmitt noted that USCG will call everyone on the contact list. Ellis will share with the Group the email listserv so that notifications can be extended to the entire membership of the UMR Spills Group.

Mapping and Planning Updates

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

Barbi Lee said notes of the October 24-25, 2017 RRT5 meeting held in Springfield, Illinois are now posted on www.rtt5.org. The next meeting will be held in Michigan. The date and location are not yet determined. RRT5 is working on a natural disaster-specific tab on the planning web page. This will include debris removal, policies, and In-situ Burn. OSCs had assembled groupings of content for the new tab, USEPA will make a formal request for input. Lessons learned from the recent hurricane cleanups has shown the importance of communication with the public. Local agencies could not

properly or efficiently dispose of debris because the public had not been asked to sort household hazardous waste separately. Fier-Tucker noted that MPCA has a set of natural disaster tools for local agencies, including press releases.

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

The scheduled RRT7 meeting was cancelled due to Hurricane Harvey.

Region 5 Inland Sensitivity Atlas

Mark Ellis said UMRBA has completed the Illinois statewide update of the Inland Sensitivity Atlas (ISA). The final quality control check will be done soon and the final ISA will be submitted to USEPA Region 5. Data collection for the Wisconsin update is underway. This update is due on September 30, 2018.

Ann Whelan said the Great Lakes Commission now has data for EPCRA facilities in Ohio. Commission staff are creating the data layer of EHS facilities to complete that state update.

Whelan said that a few tweaks are needed to the print widget of the ISA map viewer on www.rrt5.org. Once finished, the ISA map viewer will be opened to a wider audience. Until then, USEPA will continue to distribute atlases as it has done historically.

Greater St. Louis Sub-area

Lee said that little has been done other than the Sub-area meeting and TRIPR Training since the last meeting. Planning for an Inland SCAT training was interrupted by the hurricanes. Adam Davis of NOAA still plans to hold the training, but a date has not been set. Heath Smith plans to organize field activities.

Great Rivers Sub-area

Lee said the Sub-area was split into two areas because the original was too large and made it difficult to keep participants engaged. A Metropolis/Paducah IAP has been developed. Response strategies have been created, but field visits were delayed by hurricane response. No new date has been set. An Open River IAP will be developed, but no timeline has been established yet.

Minneapolis-St. Paul Sub-area

Ellis reported that the steering committee developed a mission statement for the sub-area committee to guide planning work. Whelan added that OSC David Morrison intends to broaden the membership to include more local responders. No date for the next meeting has been set yet.

Quad Cities Sub-area

Lee said an AMSC exercise took place in May, and there was a hazardous spill component within the larger exercise. Ramon Mendoza submitted AAR comments to the USCG.

The Quad Cities Plan was one of the first developed and is due for a review. Rock Island and Davenport LEPCs are trying to hold meetings, though neither Lee nor Mendoza have been available to take part.

Geographic Response Planning

Mark Ellis reported that field work for UMR Pool 9 response strategies has been completed and a draft IAP has been developed. Due to UMRBA staff changes, completing the UMR Pool 9 Spill Response Plan will be delayed until mid-winter.

Ann Whelan asked the Group to consider where to develop the next Spill Response Plan. Response strategies or plans exist for Pools 1-3, 5-16, 19, and the Greater St. Louis Sub-area. She suggested prioritizing pools having USFWS refuge land and enhancing Pool 16 strategies, given it is a heavily flected area that presents high risk. Ellis will review and share with the Group the remaining pools having refuge land. The Group agreed that Pool 4 is probably the lowest priority because it is mostly a lake (Lake Pepin) that is open water with frequently high waves. Response would be different from a river and more difficult to carry out.

Ellis updated the Group on the development of the Spill Response Plan for the St. Croix National Scenic Riverway. The web map and story map are complete. Planning documents are due by the end of 2017.

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

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 April to October 2017. The summary included reports that listed the Mississippi River or a municipality on the river. He then displayed the web map showing the distribution of reports. Discussion followed as members shared details about certain incidents.

Ann Whelan asked Ellis to also show the Toxics Release Inventory (TRI) web map. TRI is a mass balance analysis at the facility level, a summary of differences between inputs and output and into what media the lost mass was released (air, water, land, other). Many companies are shocked to discover how much material they lose in regular processes, leading to changes that lessen waste. Ellis will add the ability to query by facility to the web map and share login information with the Group so they can review. Ted Jamieson suggests cross-referencing over time to see history of releases and violations.

CP Railway Response Planning

Tony Houdyshell shared with the Group that CP is in talks with other Class 1 railroads to develop more Geographic Response Plans. CP worked with BNSF to develop a plan for the UMR from Minneapolis, Minnesota to Burlington, Iowa. In early summer, CP worked with USEPA Region 5 to look at sensitive areas in the Wisconsin River and tributaries, as well as migratory bird sanctuaries such as marshes. Mud Lake-Waterloo WMA is a marsh in south-central Wisconsin bisected by CP rail. Tracks are the boundary between private and public land, providing a case study of how Wisconsin can be more involved in response plan development. In late August 2017, a preliminary plan was used for an oil response drill with local fire departments. This study was used to petition for funding to develop CP mainline system GRPs in Wisconsin. CP plans to eventually have such a plan in place for every mile of track in the U.S. It will work with Wisconsin to develop more plans to protect sensitive areas.

Houdyshell said he attended a railroad conference in Champaign, Illinois. Around 100 attendees met with regulating entities to identify hot spots based on regulations or geography. The UMR Pool Plans are leading the way for similar planning efforts nationwide, CP will use this model to begin. Houdyshell envisions the next evolution of response plans to allow use of electronic data as overlays for analysis on the fly. He said that CP has plans for around 70 percent of its 14,000 miles of mainline track in the U.S. The GRPs are meant to connect railroad personnel with local responders and communities, exercise through CAER groups, and hold drills to test booming strategies. A drill will be held in Watertown, Wisconsin in the spring of 2018. CP also gives grants to get equipment or training to local responders.

CP has set aside budget to continue developing plans. Development of the upcoming plan is being shared with a pipeline company with a pipeline that crosses the Wisconsin River. CP views the

supportive relationships with other industrial entities as beneficial, and is finding success helping to set up a CAER group in the Quad Cities. There will be a meeting in January 2018 to solidify the group. There is a small quantity of boom among various industries, the group aims to share what is available until larger quantities arrive with OSROs from the larger metropolitan areas.

UMRBA Strategic Planning

Mark Ellis shared that UMRBA is in the process of creating a new five-year strategic plan spanning 2018 to 2022. He asked members to consider the strategies and metrics and provide feedback regarding the Association's role related to hazardous spills, including facilitating the Group. After discussion, the Group agreed that UMRBA should continue to serve as a central point for information sharing.

In October 2017, Ellis had sent questions to the UMR Spills Group members regarding how UMRBA can more effectively support the group's activities, including organizing and facilitating its meetings. Regarding the meetings, members requested that they included presentations on case studies, discussions on lessons learned and other issues through round tables, and networking opportunities. Potential improvements included more focus on improving preparedness, discussing goals and objectives; providing more training; and increasing industry involvement.

UMRBA could serve in new ways:

- Engage in the Clean Waterways Event
- Outreach to congressional offices or government affairs, ask if they are interested in attending future meetings
- Develop generic IAPs to apply to specific incidents
- Develop schedule of exercises or events further in advance
- Practice notifications more often and involve all states.

Ann Whelan said the Early Warning Monitoring Network (EWMN) involved significant effort. The network used water quality parameters and probes to trigger warnings to water intake operators that abnormal conditions were present in the UMR. Members were unaware if the EWMN was still active. The Group decided to investigate what assets are still in place today to inform whether or not to consider reviving the work. Any monitoring would need regular measurements and centralized information to trigger automated notifications. Questions remain about who owns and maintains equipment. Ideas include USACE at locks or power plants that continuously monitor intake water. Members will reach out to industry, USACE, and USGS to see if there is any interest.

Kirsten Mickelsen said that UMRBA's Water Quality Task Force was set up to ask how states can assess water quality at the same time and apply Clean Water Act rules in the same ways. It also looks at harmful algal bloom events, technical issues, and nutrient reduction strategies. They may be able to provide guidance or information that could inform the Group's decisions about the EWMN.

Incident Action Plans

Matt Stokes shared that the UMR Pool Plan IAPs were very useful, but asked if there were ways to improve them. He is working with the University of Minnesota to make a simple, generic safety plan. It walks the user through known chemicals to identify safety needs at the start of response. Adding such a tool to the IAP would make it more robust. Whelan suggested building on the checklists that Minnesota uses to make room in the Plan for what happens next in response, such as decanting or debris disposal. Having these elements started will ease the workload during a response.

Whelan said that creating a self-populating IAP is another target. Tony Houdyshell said the CP has something like this; a notification list is filled and sent to the field. Ellis shared that feedback he received from the Group included creating generic IAPs and forms for the UMR. Lee said RRT5 may have a common basic plan to use, and will follow up with Steve Renninger about this. The website is constantly evolving, so there is room to add whatever is needed in the region.

Stokes added that having ethanol information on hand would also be very helpful. Steve Faryan said that USEPA had created a product document for ethanol that could be used. Stokes added that sampling plans would be useful, as well as information on how oil response and ethanol response differ. Whelan said that Marathon Petroleum has a number of forms to fill in for specific incidents, including dispersant, decontamination, ice management, in-situ burn, soil sampling, water analysis, and more.

Enbridge Cass Lake Exercise

Whelan shared a presentation about the Enbridge Response Exercise held in Cass Lake, Minnesota, on September 26-27, 2017. Field components will be held in 2018. Enbridge was required by consent decree to hold four large exercises over four years, one in each state through which the Lakehead system runs. It was set up to meet PREP and HSEEP guidelines. Cass Lake is on the Leech Lake Reservation, which was a good choice that brought up issues related to Tribal involvement in response. The scenario involved a release of 5,800 bbls of oil into Cass Lake. About 150 participants from 20 agencies took part, representing federal, tribal, state, and local entities.

Some issues that arose included Traditional Ecological Knowledge (TEK), National Forest involvement, tribal authority, and remoteness. Response personnel take a long time to arrive and local communities have little capacity for logistical support. Positively, there is a substantial amount of response equipment in Beltrami County.

The Leech Lake Band of Ojibwe was concerned about local relationships. The Tribe wanted to avoid protests similar to the Standing Rock controversy. TEK requires responders to be aware of other sensitivities, including political considerations. Political pressures were also at play. Enbridge is required to repair or replace Line 3. Improvements have been made in North Dakota and Wisconsin. A new route proposed for Minnesota has met political resistance. The Leech Lake Band has requested boom training. Minnesota provided the Leech Lake Band an equipment trailer about 15 years ago. Relationship building and training remain areas of work.

Deployment elements of the exercise will be held in late 2018 after political decisions are made. Two control points were developed, which include downstream collection sites. The deployment will be held in a location away from public view. The other three major exercises will be held on the Des Plaines River in Illinois in 2018, the Wisconsin River in 2019, and in Sturbridge, Michigan in 2020.

Since the Consent Decree, Enbridge has trained deeper into staff so ICS is well-known by more employees. Fier-Tucker noted that the Company did well facilitating discussions and filling out forms. Day 2 began with the Form 202 developed in the Day 1 sessions.

Faryan suggested inviting pipeline operators back to the UMR Spills Group. Whelan noted that in the Consent Decree, Enbridge must study how close equipment is to all points along its pipelines and take part in Sub-area meetings. Gann noted that Missouri had Enbridge stage equipment at key locations. Enbridge has a Tactics Manual and Field Guide for all employees, and uses The Response Group (TRG) program to generate ICS forms. USEPA and USCG also use TRG software now. TRG attends exercises and supports form use to develop its product. This is also used to track attendance and movement of assets.

Sensitive Security Information

Dorene Fier-Tucker described the challenges to MPCA in addressing the Sensitive Security Information (SSI) redactions from response plans. Railroads that haul unit trains of crude oil submitted plans to MPCA as required, but did so as SSI. That prevents lawmakers from viewing the Plans. In response, the Minnesota Legislature directed MPCA to provide recommendations for improving the law. Staff reached out to TSA for help.

MPCA transparency rules led to redaction of certain sections of the document. Staff reviewed the plans and redacted SSI parts. These were then sent to TSA for review, who found no further redaction to make. The flaw in the process was that companies skipped submitting suggested SSI to TSA. A company must highlight SSI and submit for TSA approval. MPCA also found that plans applicable to the entire country or region are too broad for a state to handle. Plans must be renewed in 2018. Fier-Tucker clarified that companies must submit redactions to TSA for approval. The State is not responsible for determining redaction.

Local emergency managers are interested in seeing the unredacted plans. MPCA chose to post them to the Homeland Security Information Network (HSIN). HSIN is set up to allow secure sharing of Sensitive But Unclassified information.

Mark Ellis presented basic information about SSI and TSA's role in handling document submissions. A copy of the TSA SSI Best Practices Guide was included in the meeting packet.

Fier-Tucker said TSA will review submitted documents within a month. Some specific details had to be removed from the plans, such as cell phone numbers or gate lock key codes. OSROs were redacted because they may be secondary targets if the hiring company is targeted. However, previous versions of the plans are still visible to the public. Accidental release of the older plans raised awareness about proper document handling.

Ann Whelan said SARA Title III right-to-know rules make it legal to ask what is in facilities, which creates a conundrum for regulators. Tony Houdyshell said that commodity flow studies are often requested by fire department chiefs. The timetables in the studies qualify as security information and cannot be shared. John Punkiewicz noted that USACE has generalized information about commodity types passing through the lock system for similar reasons.

UMR Training and Exercises

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

- UMR notification drills will continue with no minimum threshold, involving all states
- Dubuque CAER will hold a springtime boom deployment drill in Cassville, Wisconsin and may hold an ice response training event separately
- January 16-17 and 23-24, 2018 Wakota CAER ice response training events in Minnesota
- February 28 – March 1, 2018 CP Railway Ice Response School in Duluth, Minnesota
- April 9-12, 2018 USEPA Regions 6 and 7 full-scale exercise in Jefferson City, Missouri
- June 2018 oil spill response class for Quad Cities CAER in partnership with CP Railway (date to be set during January meeting)
- September 2018 Marine Security Exercise with railroad bridge scenario held by MSD St. Paul
- Minnesota is interested in ice response workshop and training
- TRIPR Training: two tentative events, waiting on funding before scheduling

USEPA Region 5 Response Strategy Application

Ann Whelan noted that USEPA Region 5 now has a mobile application to support response strategy development. Mark Ellis will share the form and instructions for use with the group.

Future Meeting Schedule

Ann Whelan suggested a conference call to discuss open topics in late January. This includes EWMN information that would best be identified before the next in-person meeting. Ellis will set up a schedule poll for the last two weeks of January.

Ellis will also set up a schedule poll for the next in-person meeting, tentatively to be held in the latter half of April 2018.

[With no further business, the meeting adjourned at noon on November 16, 2017.]