

# Standard Operating Procedures Manual

## **City of Poquoson Fire and Rescue**



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### **SPECIAL OPERATIONS**

**SOP#:** SO 2.00

**Title:** Hazardous Materials Incident

**Effective Date:** 06/06/2008

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Donald J. Abelloury Jr.  
Fire Chief's Signature

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City Manager's Signature

### **HAZARDOUS MATERIALS INCIDENTS**

#### **I. PURPOSE**

This is to provide guidelines for engine company response to possible hazardous material incidents. Areas addressed within this guideline cover five general areas.

- Actions taken by the engine company upon receipt of and while en route to a possible hazardous materials incident.
- Actions to be taken by the engine company upon arrival at and while on the scene of a possible hazardous materials incident in transportation at fixed facilities.
- Proper response to roadway spills.
- The notification and possible response of the local Hazardous Materials Team.
- Emergency Decontamination of contaminated personnel.

This SOP is not all-inclusive and cannot encompass all situations that may be encountered.

#### **II. APPLICATION**

All Career and Volunteer Personnel

### **III. POLICY**

Upon receipt of a call identifying a possible hazardous materials incident, the first responding officer should use the following guidelines to assist in the initial size-up of the incident.

1. Request all available information from the dispatcher.
  - Nature of the call
  - Who requested the Fire Department / number of calls
  - Type of facility or vehicle(s) involved
  - Number of injured persons, and any outward signs and symptoms.
  - Any specific chemicals, if known
2. Obtain wind speed and direction from the dispatcher.
3. Upon arrival
  - Determine that there is a problem
  - Look for signs of an intentional act; WMD
  - Isolate area of incident, deny entry.
  - **Refer to Emergency Response Guidebook for initial actions and isolation distances.**
  - Make notifications as soon as possible, example: Police, Haz-Mat team, Hospitals etc.

#### **Fixed Site Incidents**

**SAFETY OF THE RESPONDING FIREFIGHTERS IS TO BE GIVEN FIRST CONSIDERATION BEFORE ANY ACTION IS UNDERTAKEN.** (It is strongly suggested that the Incident Commander, advise all responding units to stage while an initial assessment is conducted.)

Apparatus should stage **UP-HILL-AND-UP-WIND** at a safe distance from the incident.

Establish Command and gather the following information:

- Locate the person who requested the Fire Department and verify the reason for requesting assistance.
- Attempt to determine the chemicals involved.
- Obtain all available information on the health hazards of the chemicals involved.
- Determine the quantity of chemicals involved.
- Gather all available information on the physical and chemical properties of the chemicals involved. Including if the chemicals react to other products/chemicals.
- Try to obtain MSDS sheets, Bill of Laden, Cargo Manifest or Shipping Papers on the chemicals involved.

Based upon the information gathered, determine if the Engine Company is capable of providing the actions required to **MITIGATE** the hazard.

Request the Hazardous Materials Team for specialized assistance if required.

Determine if evacuation is necessary.

## **Transportation Incidents**

Establish command and gather information.

Attempt to locate the driver of the vehicle and ascertain what products are in the shipment.

Observe the vehicle from a safe distance noting trailer style and construction.

- Box trailer
- Tank trailer and shape of the tank

**LOOK FOR PLACARDS, LABELS, U.N. / N.A. ID NUMBERS ON THE TANK AND RECORD THEM.**

Look for leaks or spills.

- Amount of product that has spilled or leaked.
- Potential danger of entering waterways, storm sewers, or domestic systems

Determine the type and location of damage to vehicle.

Observe vapor production and direction of the vapor plume.

Attempt to obtain the Bill of Lading if it can be done SAFELY.

- Normally located in the pouch on the driver's door or on the driver's seat when the driver is away from the vehicle.
- If two trailers are being drawn in tandem (PIGGY-BACK) the Bill of Lading of the rear trailer may be locked in that trailer and unavailable.
- Intermodal tanks will have a tube secured to the tank with papers inside.

If the vehicle is involved in fire and has liquid or vapor products burning;

- DO NOT EXTINGUISH VALVE FIRES IF CONTAINER IS PRESSURIZED UNLESS THE LEAK CAN BE STOPPED IMMEDIATELY AFTER EXTINGUISHMENT. (Consider tank cooling to prevent B.L.E.V.E.)
- DO NOT ATTEMPT TO EXTINGUISH FIRES USING FOAM UNLESS ENOUGH FOAM IS AT THE INCIDENT TO SUCCESSFULLY EXTINGUISH THE FIRE.

## **Roadway Spills**

For a small quantity fuel spill on the highways (defined as fuels in storage tanks designed for vehicle operation), spread control should be initiated as necessary to prevent contamination of surrounding waterways. City agencies may be requested as needed for

containment supplies. Because spill quantities should be limited (review above definition), debris can be removed from the scene and transported to the proper facility.

The department of Public Works can be called to the scene with a street sweeper and clean the roadway of any remnants.

### **Hazardous Materials Team**

The Hazardous Materials Team shall be dispatched, by dispatch, during any of the following incidents:

- Any time an Incident Commander requires technical assistance concerning hazardous materials.
- When a hazardous materials incident requires evacuation of the general public or when the incident exposes a hospital, nursing home, school, and/or day care center.
- When personnel encounter products in excess of the following amounts:
  - Poisons - any amount
  - Radioactive - any amount
  - Organic Peroxides - any amount
  - Etiologic Agents (Biomedical materials) - any amount
  - Irritants - any amount
  - Explosives or Blasting Agents - any amount except set explosive devices
  - g) Flammable solids - any amount
  - Flammable Liquids - in excess of 50 gallons
  - Flammable Gases - any amount
  - Corrosives - any amount
  - Oxidizers - any amount
  - Chlorine/Ammonia - any amount
  - Combustible Liquids - in excess of 50 gallons
  - All confirmed Haz-Mat incidents
  - Petroleum spills - in excess of 50 gallons
  - Flammable spills which enter a storm drain or sewer system

## **Emergency Decontamination**

The guidelines below are to be followed in those instances where the appropriate decontamination procedures cannot be followed for reasons of lack of manpower, lack of equipment, lack of time, etc. This technique to be used by the initial engine company, without the resources of the Hazardous Materials Team.

To facilitate this work, it is recommended that a pre-assembled Emergency DECON kit be carried having at least one brush, one bucket and some soap. Failing this, water should be used in copious amounts. A pumper or other water source is required.

The steps to be followed are:

- DECON area is identified.
- Brush off dry product.
- Remove all clothing.
- Thoroughly wash and rinse the victim with soap and water using a brush and not contacting the victim.

These steps should only take a few minutes. They may be altered as necessary.

**Remember that speed is of the essence and that if time or equipment deficiency requires it, thorough washing with water is considered emergency decontamination.**

**Emergency decontamination is to be done rapidly, but effectively. This is very important to insure that there is no product migration from the incident site, so as not to contaminate the transport ambulance or receiving hospital.**

**If there is a question as to whether DECON is thorough, isolate decontaminated personnel until all doubts are answered.**