

950 SUPPRESSION SAFETY

951 HAZARDOUS MATERIALS INVOLVEMENT

- A. Initial attack personnel arriving on the scene of a potential hazmat (Hazmat, Illegal Drug Labs & Weapons of Mass Destruction) incident (e.g., train derailment or truck transport accident) where potential hazardous materials may exist, should stay a safe distance upwind and away from the accident. Even if the train or truck is not on fire, back off, upwind, until it is determined whether or not hazardous materials exist. DNRC personnel are only trained to the hazmat awareness level as first responders.
- B. Try to identify what kind of material is involved, if at all possible, from a safe distance. Identification may be accomplished by talking to railroad or transport personnel in the area of the accident. Identification can also be done if placards, 4-digit identification (ID) numbers or other visible markers are present on the tank, vehicle or rail car. Also provide dispatch with accident location and possible hazards to people and structures in the area and note nearness of lakes, rivers, streams or any body of water that may spread or be contaminated by spilled materials.
- C. Initial attack personnel should notify the fire dispatcher immediately of the accident and the potential for a hazardous materials spill. Provide information to dispatcher regarding identifying placards, numbers, etc. that may indicate hazardous materials. Dispatchers should refer to their current "Hazardous Material Guidebook" to determine the material being transported. If the material is not listed, contact the local D&ES coordinator. If they cannot be reached, call the National Chemical Emergency Number, 800-424-9300, or Montana Emergency Services in Helena at (406) 431-0411.
- D. The fire dispatcher should notify the local Disaster and Emergency Services Coordinator and law enforcement personnel of the accident scene. Provide any pertinent information regarding the presence of hazardous materials or other threats. The fire dispatcher should review the information available concerning the existence of hazards and then issue specific instructions to the initial attack personnel on how to handle the wildfire situation.
- E. Railroad cars or trucks may not be carrying "hazardous materials," but may produce toxic gases from burning plastic or packaging materials inside the car. We should stick to confining the fire to the owned right-of-way, **after** following the procedures to find out what is burning. We may support RFD units, if requested, in suppressing the actual train fire--but do so only if the RFD has checked for hazardous materials and is following the recommended procedures.

- F. Approval is required before DNRC forces become involved in any actions involving weapons of mass destruction or a hazardous materials spill. Obtain approval by contacting one of the personnel in the following call-down list, following the order listed: (1) Administrator, Forestry Division, or (2) Chief, Fire and Aviation Management Bureau, or (3) Supervisor, Fire Suppression Section.
- G. Who does the train dispatcher contact in the case of a derailment? In what order? Who controls the accident scene? We may have to control traffic, etc., if we are first on the scene. We prefer local Emergency Preparedness or law enforcement officials to do this job.
- H. The following numbers have been provided for contacting the railroads listed:

Burlington Northern Santa Fe Railroad (BNSF)

Baker: 406-778-3272
Cut Bank: 406-873-4900
Glendive: 406-359-4210
Great Falls: 406-791-3391
Havre: 406-265-0357
Helena: 406-447-2301
Laurel: 406-628-3060
Sweet Grass: 406-335-2391
Whitefish: 406-863-0257

Montana Rail Link (MRL)

406-523-1500

Union Pacific Railroad Company

402-544-5000

952 EMERGENCY INCIDENT DRIVING REGULATIONS

These standards address driving by personnel actively engaged in wildland fire or all-risk response activities, including driving while assigned to a specific incident or during initial attack fire response (includes time required to control the fire and travel to a rest location). In the absence of more restrictive agency policy, these guidelines will be followed during mobilization and demobilization as well. Individual agency driving policies shall be consulted for all other non-incident driving.

- A. Agency resources assigned to an incident or engaged in initial attack fire response will adhere to the current agency work/rest policy for determining length of duty day.
- B. No driver will drive more than 10 hours (behind the wheel) within any duty-day.
- C. Multiple drivers in a single vehicle may drive up to the duty-day limitation provided no driver exceeds the individual driving (behind the wheel) time limitation of 10 hours.
- D. A driver shall drive only if they have had at least 8 consecutive hours off duty before beginning a shift.

Exception: Exception to the minimum off-duty hour requirement is allowed when **essential** to:

- Accomplish **immediate** and **critical** suppression objectives, or
- Address **immediate** and **critical** firefighter or public safety issues.

- E. As stated in the current agency work/rest policy, documentation of mitigation measures used to reduce fatigue is required for drivers who exceed 16-hour work shifts. This is required regardless of whether the driver was still compliant with the 10-hour individual (behind the wheel) driving time limitations.
- F. All driving requiring a Commercial Driver's License (CDL) will be performed in accordance with applicable Department of Transportation regulations found in 49 CFR 383 and 390-397.
 - 1. No driver of a vehicle requiring a CDL will drive the vehicle after 15 hours on duty during any duty-day.
 - 2. Exception: An additional two hours of driving time may be added if a driver encounters adverse driving conditions, unforeseen emergency situations (breakdown), or to ensure the safety of personnel.

Drivers are responsible for following these policies, and it is the supervisor's responsibility to ensure that employees adhere to the proper driving limitations and monitor employee fatigue.

953 OPERATIONS NEAR POWER LINES

A. FIREFIGHTING NEAR POWER LINES

The Bonneville Power Administration (BPA) has prepared the following guidelines for firefighters:

1. If fighting fires in the area of BPA high-voltage transmission lines, firefighters should not lay a solid stream of water directly on the conductors.
2. Firefighters should immediately contact the nearest BPA facility to get a representative to the scene. Normally this is done through the Unit Dispatcher.
3. They should always consider the line energized until a BPA representative has arrived at the scene, taken a "clearance" and grounded the conductors.
4. Until the clearance has been issued by the BPA representative, firefighters should stay a respectful distance from any conductors.

954 NATIONAL SAFETY FLAGGING STANDARDS FOR WILDFIRES

The NWCG Safety and Health Working Team have recommended the following standards for safety on prescribed and suppression fires.

NFES #000566 - *Escape Routes* biodegradable 1" wide.

NFES #000267 - *Hazards* biodegradable 1" wide.

The following are reasons for their recommendation:

- They leave flexibility to use more common color ribbons to denote other "things" on fires.
- There is a significant tie to the LCES emphasis in operations planning and execution.
- Local use could include written information on the ribbon (example: type of hazard, date, access to what safety zone, etc.).

955 CRITICAL INCIDENT MANAGEMENT

A. WILDLAND FIRE CRITICAL INCIDENT PROBLEMS AND SOLUTIONS

1. Refer to Policy PR-DNRC-OP-014 and PR-DNRC-OP-015
2. Wildland fire personnel do not experience human tragedy like emergency medical, structure fire, and law enforcement in most of their work and may feel unprepared for a critical incident.

Solution: Include critical incident stress in the training for all fire personnel at the start of fire season.

3. Some overhead personnel on the fire will not have training or direct experience with critical incidents or Critical Incident Stress Debriefings (CISD).

Solution: Have an SOP in place to immediately evaluate any unusual or stressful situation on the fire for critical incident effect on staff.

4. Extreme fatigue develops after many days on the fire with little rest, which can cloud decisions about critical incident effect.

Solution: Discuss the incident with appropriate personnel at the dispatching agency or request a consultation from a CISD contractor.

5. On an interagency fire it is hard to tell who should attend a debriefing.

Solution: All fire personnel who were part of the same incident must attend, regardless of which agency they are a member. Those who were not part of the incident, such as spouses, supervisors, or clergy, should not attend. Separate CISD debriefings may be held for them if indicated.

6. Sometimes fire personnel seem to do all right until several days or weeks later when the fire is over and they get back home.

Solution: Hold a debriefing within two days of the incident, then if needed, hold a second debriefing later when personnel go back home.

7. Spouses and other close associates need debriefing services, too.

Solution: Debriefing services for them can be arranged through the local critical incident team back home. Some local teams and employee assistance programs have experience working with family members.

B. AGENCY ADMINISTRATORS' GUIDE TO CRITICAL INCIDENT MANAGEMENT

The Agency Administrators' Guide to Critical Incident Management can be found at <https://www.nwcg.gov/publications/agency-administrators-guide-to-critical-incident-management> PMS #926

C. CRITICAL INCIDENT STRESS DEBRIEFING TEAM (CISD)

1. **What It Is and What It Does**

A trained team of two or more CISD members meets soon after a casualty or other critical incident that creates unusual stress in emergency responders at the scene. In the debriefing process, those present express feelings and reactions to the incident and receive suggestions for getting through and over the incident. The purpose is to prepare personnel to return to duty and to assist and support them with the personal trauma associated with caring for victims in critical incidents.

2. **Team Members**

Firefighters, mental health professionals, nurses, human resource specialist and law enforcement officers are typical members of the team.

3. **Appropriate Incidents for CISD Debriefing**

Multiple or single casualty incidents, death or serious injury of co-workers in the line of duty, and certain child death incidents are examples. All emergency responders involved in the incident should be included. Debriefing must take place within one or two days of the incident.

4. **Contacts for CISD Teams**

CISD Teams may be ordered through the Northern Rockies Coordination Center by your Zone Dispatch Center. Reference Critical Incident Stress Management Team. Refer to the Northern Rockies Interagency Mobilization Guide.

D. POLICY AND PROCEDURES FOR CRITICAL INCIDENT MANAGEMENT

Refer to policy: PR-DNRC-OP-014 and PR-DNRC-OP-015
The critical incident management protocol can be found at the below web site.

<http://dnrc.mt.gov/divisions/forestry/fire-and-aviation/fire-business/line-officer-toolkit>

956 INJURY/FATALITY PROCEDURES

A. EMPLOYEE RESPONSIBILITY

Serious injuries or fatalities may occur on wildfires as a result of fire suppression actions. All Department personnel should be aware of the proper procedures to follow. Every employee involved in fire suppression activities should become familiar with the available manuals, guidelines, policies, etc., that list the proper procedures to follow in case of a serious injury or a fatality.

B. SAFETY OFFICERS

A safety officer is required at each land office, the Department headquarters and the Forestry Division complex. The safety officers should be able to answer any questions you have on this subject. The Department Personnel Director can also help with many questions relating to this topic.

C. DNRC FATALITY PROCEDURE

Refer to policy: PR-DNRC-HR-3

