



E-PLAN NEWS

E-Plan events and news from across the country.

When every second counts...

Website: <http://csepi.utdallas.edu/>

November, 2007

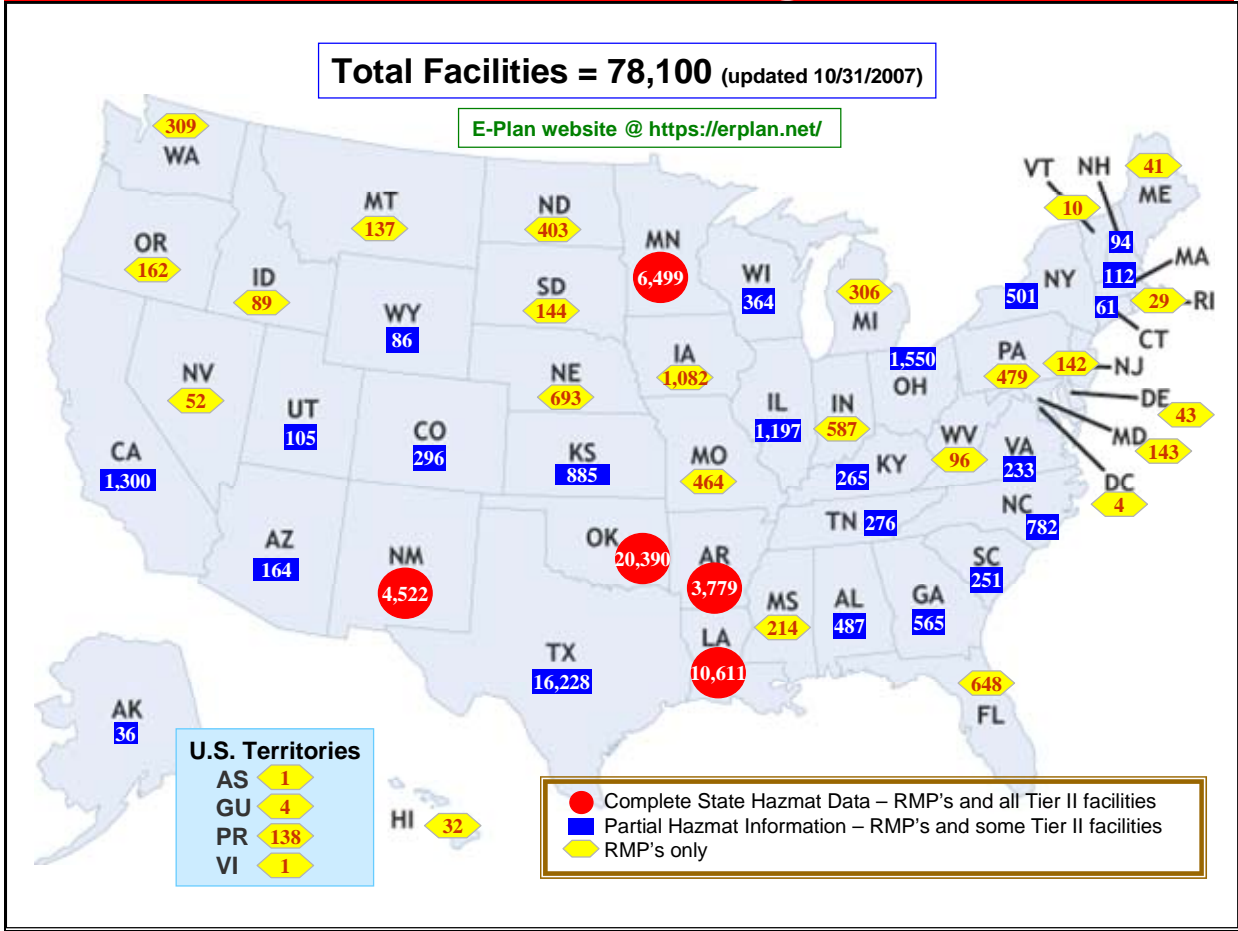
Hello, E-Plan Users and friends,

E-Plan database – Unique chemicals: 22,759
 E-Plan registered users: 1,780
 E-Plan website visits

- October 2007: 1,591
- January – October 2007: 13,679



E-Plan has nationwide coverage in all 50 States.



NEWS YOU CAN USE FROM THE STATES!

State of New York

The New York State SERC has issued an "Implementation Guide for E-Plan" to all New York State County LEPC's, as well as an "E-Plan Fact Sheet" and "Local Government Primer". You can view these documents at <http://csepi.utdallas.edu/NYSEPlanImplementationGuide.pdf>

The Implementation Guide for E-Plan shows county LEPC's how to use E-Plan to have local industries file Tier II reports, using E-Plan.

The E-Plan Fact sheet is designed for all Tier II users, filers and stakeholders.

The Local government primer is designed to provide the basics for LEPC's and emergency managers, and identifies things that each county needs to consider in determining whether or not a county wants to use the system.

David DeMatteo, SERC/Emergency Response Planning Program Coordinator in the New York State Emergency Management Office and the principle author of these documents, points out that New York State cannot mandate the use of E-Plan or Tier2 Submit. However, they have couched the fact sheets to identify that the SERC is encouraging and accepting the use of this system as the reporting mechanism of Tier II submittals to the State.

Industry is NOT being mandated to use this either, but is encouraged to do so as well (and, industry has accepted its usage). Local governments (LEPC's) are not mandated to use it either, but many have signed on and Mr. DeMatteo expects more to come on line. As such, they have left it up to the LEPC's to determine if E-Plan is the route they want to go. You will see that this concept is emphasized in the fact sheets.

You can also contact David at David.DeMatteo@semo.ny.state.us if you have questions.

State of North Carolina

A new North Carolina state law requires the commercial Hazardous Waste Treatment, Storage, Disposal (TSD) facilities to make a listing of their inventories available to emergency responders, on a daily basis. This law is the result of a fire in Apex, NC and the potential of fire and/or explosions at other TSD facilities in their state.

North Carolina has selected E-Plan as the system of choice for this important function.

The E-Plan team was in Raleigh, NC on October 2, 2007 to train the North Carolina Department of Environment and Natural Resources representatives and ten North Carolina TSD facilities how to enter Tier II and supplemental data on E-Plan. These companies now enter their data on E-Plan's on line Tier II Reporting System on a daily basis.

Up-to-date Tier II reports for TSD Facilities are now available to First Responders in North Carolina allowing these First Responders greater information to decide their initial course of action. This is a first in the nation.

Please contact Mike Brailsford, North Carolina Department of Environment and Natural Resources, at Michael.Brailsford@ncmail.net for more information.

E-Plan Outreach

E-PLAN PRESENTATIONS IN OCTOBER 2007

- Raleigh, NC E-Plan Tier II training – October 2, 2007
- Florida SERC Conference in Tallahassee, FL – October 5, 2007
- Greensboro/Guilford County, North Carolina LEPC Conference – October 8 and 9, 2007
- Virginia Hazmat Conference in Hampton, VA – October 16–19, 2007
- Hotzone Conference in Houston, TX – October 18–21, 2007
- Greenville, TX E-Plan Training October 25, 2007

E-PLAN INFORMATION SESSIONS SCHEDULED

- Lubbock, TX E-Plan training, November 5, 2007
- NASTPO Annual Conference in Las Vegas, NV – November 6–8, 2007
- Oklahoma Metro Fire Chiefs Meeting in Oklahoma City, OK – November 8, 2007
- Clean Gulf Conference in Tampa, FL – November 15 and 16, 2007
- EPA Region III Hazmat Conference in Pittsburgh, PA – December 2–5, 2007
- Texas Homeland Security Conference in San Antonio, TX – December 3–7, 2007
- Oklahoma Fire Chiefs Winter Workshop , January, 2008
- E-Plan Users' Conference at UT Dallas, Richardson, TX – April 22 and 23, 2008
- NFPA World Safety Conference in Las Vegas, NV – June 2-8, 2008

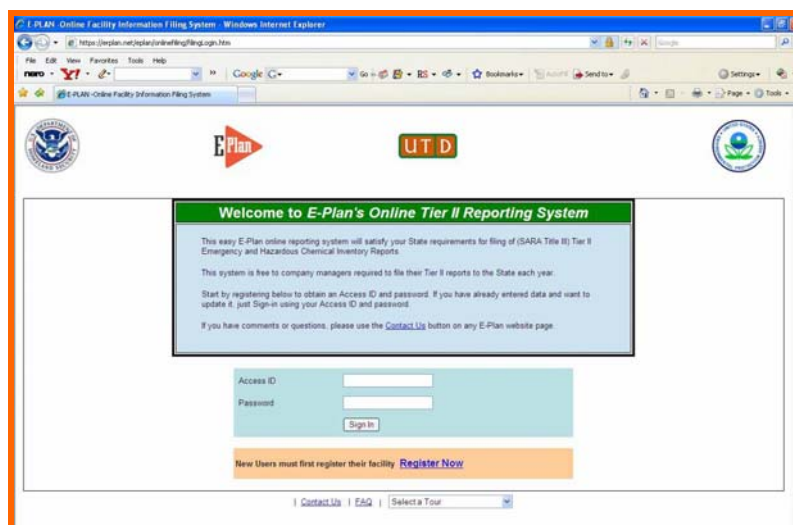
E-Plan Online Tier2 Submit

COMPANIES – Use [E-Plan's Online Tier II Reporting System](#) if you want to save time and money and trouble filing Tier II reports and make sure they get to your local First Responders.

FIRST RESPONDERS – Do you want to always have up-to-date Tier II Reports for your facilities? Encourage your facilities to use [E-Plan's Online Tier II Reporting System](#). This is a good reason for you or your Fire Inspector to visit your local facilities, tell them about [E-Plan's Online Tier II Reporting System](#), and look over your pre-plans.

You can get started by going to the

- E-Plan's Online Tier II Reporting System website at <https://erplan.net/eplan/onlinefiling/filingLogin.htm> or
- E-Plan website at <http://erplan.net/>. Click on the "E-Plan Online Filing (Tier2)" link on the left sidebar.



Understanding Vehicle Center of Gravity

September 13, 2007

by Chris Cavette, Senior Editor, Fire Chief Magazine - In Service Online

In the July 2007 issue of In Service Online, we discussed why it is important to understand vehicle weight ratings. That isn't enough, however. Departments also need to understand how the distribution of that weight determines a vehicle center of gravity, which can affect vehicle performance and safety.

Most people know that some of the vehicle weight is carried on the front axle and some on the rear axle. That's known as fore-aft weight distribution and it needs to be matched to the size and weight ratings of the front and rear tires, wheels, hubs, brakes, axles and suspensions.

Weight can also be distributed towards one side or the other of a vehicle because of the location of various components and equipment. That's known as side-to-side weight distribution and it needs to be equalized to avoid overloading one side. NFPA 1901 allows a maximum side-to-side weight variation of only 7% to be safe.

The third weight distribution is in the up-down direction. Like the fore-aft and side-to-side weight distributions, it is determined by the locations of various components and equipment, such as the body, water tank, aerial device, hose load and so on. The up-down, or vertical, weight distribution needs to be kept low to prevent the vehicle from overturning on side slopes or when making turns.

The center of gravity of a vehicle depends on all three weight distributions. Technically, it is the point where all the weight could be concentrated for purposes of calculating vehicle performance. More practically, it is an indication of how well the weight is distributed. Of the three weight distributions, the location of the center of gravity in the vertical direction is the most important because it affects stability — high is bad, low is good.

LOW LOADS

There are several ways to keep a vehicle center of gravity low. Many of them need to be considered when specifying a vehicle, and others need to be considered when adding equipment.

One factor in determining the vertical center of gravity of a vehicle is the height of the frame. This is determined by the height of the front and rear suspensions and tires, as well as the size of the frame rails. Specifying low-profile tires rather than standard profile tires is one common way to lower frame height; specifying smaller diameter tires rather than large diameter tires is another way. For example, using 22.5-inch low-profile tires instead of 24.5-inch standard profile can lower the frame height by one inch. You will need to adjust the rear axle ratio accordingly to achieve the same top vehicle speed. Using a lowered rear suspension can shave another two inches off the frame height. Frame rails with higher cross-sections in the middle and lower cross-sections at the front and rear give good frame strength without contributing to the frame height.

Another factor in determining the vertical center of gravity is the size, shape and location of the water tank. For a given tank capacity and tank length, a rectangular cross-section tank can lower the center of gravity by as much as 15 inches compared to a round cross-section tank. Variations on tank shapes include T-section tanks and L-shaped tanks, which increase capacity while either improving side-to-side slosh damping or reducing tank length. The weight of the tank and water are major contributions to vehicle weight, and departments need to discuss their effect on the center of gravity with the manufacturer before the apparatus is built. This is especially critical with tankers.

The height of the aerial device also determines center of gravity. The lower the turntable height and overall travel height of an aerial, the lower the center of gravity. Aerials represent a large amount of weight, and the lower they can be mounted, the better the vehicle side stability.

The placement of hose and other equipment is also important. For example, 800 feet of 5-inch jacketed supply hose can weigh as much as 800 pounds, which can seriously affect the vertical

center of gravity if an apparatus has a high hosebed. A hydraulic rescue tool with pump and hose reel can weigh almost 300 pounds. The standard pumper compliment of ground ladders can weigh 150 pounds or more and a smoke ejector can weigh 100 pounds. The average structure pumper may carry 2,000 to 2,500 pounds of loose equipment. Ideally, departments should carry the heaviest equipment on slide-out trays in the lowest compartments. Consult Annex C of the latest edition of NFPA 1901, Automotive Fire Apparatus, for sample weights of various equipment.

WIDE TRACKS

Although lowering the center of gravity is the most common way of improving vehicle side stability, another is to utilize wide-track axles. Depending on the cab and body configuration, axle make and weight ratings and several other factors, departments may be able to specify axles that place the tires further apart. This provides a wider base for the vehicle and increases the angle at which the vehicle would tip over when traversing a side slope or undergoing side forces during turns or sudden evasive maneuvers. Wider track axles may also allow wider bodies, which could possibly lower the overall vehicle heights.

Wide-track axles have several restrictions, however, and departments should discuss the subject with the manufacturer before the vehicle is built.

IT'S A MATTER OF SAFETY

More than anything, paying attention to vehicle center of gravity is a matter of safety. Rollover accidents involving tankers, aerials and other vehicles with high centers of gravity are commonplace and often fatal — we've reported many of them in past issues of In Service Online. Before you specify your next apparatus, or before you throw yet one more piece of equipment on top of your current apparatus, think about how the weight distribution affects the vehicle center of gravity.

USFA Report Shows Sprinkler Benefits

Oct 10, 2007 3:33 PM

The U.S. Fire Administration issued a benefit-cost analysis report that measures the expected present value of net benefits from installing a multipurpose network fire sprinkler system in a newly constructed, single-family house.

The benefits and costs associated with the installation and use of a fire sprinkler system are compared across three prototypical single-family housing types: colonial, townhouse and ranch. The installation costs differ by housing types, with the colonial being the most expensive and the ranch the least.

The benefits experienced by residents of single-family dwellings with sprinkler systems, as measured in this report, include reduced risk of civilian fatalities and injuries, homeowner insurance premiums, uninsured direct property losses, and uninsured indirect costs. The primary costs examined are for initial purchase and installation of the sprinkler system. Maintenance and repair costs are not examined because they are negligible.

Results of the benefit-cost analysis show that multipurpose network sprinkler systems are economical. The expected present value of net benefits (PVNB) in 2005 dollars is estimated as \$2,919 for the colonial-style house, \$3,099 for the townhouse, and \$4,166 for the ranch-style house. The PVNB range from \$704 to \$4,801 for the colonial-style house, from \$884 to \$4,981 for the townhouse, and from \$1,950 to \$6,048 for the ranch-style house.

Multipurpose network systems are the lowest life-cycle cost systems because homeowners can perform their own regular inspections and maintenance, and thereby save on costs they would incur with other systems. Given that they provide a similar level of performance, in terms of fire-risk mitigation, multipurpose network systems then achieve greater cost-effectiveness over alternate systems.

The report is available at http://www.usfa.dhs.gov/fireservice/research/dsn/sprinkler_systems.shtm

First Annual E-Plan User's Group Conference April 22-23, 2008



The First Annual E-Plan User's Group Conference will be held on **April 22-23, 2008** at The University of Texas at Dallas in Richardson, Texas. The event will highlight best practices for hazardous chemical response and develop ongoing strategies to improve the E-Plan program. Early notification regarding the conference is to help you budget travel expenses for the Conference. Conference Registration fees will be about \$50 per person to cover the costs for breakfast, breaks, and lunch. Great hotels in the Richardson, Texas area (Renaissance & Radisson) are usually less than \$100 per night for UT Dallas events.

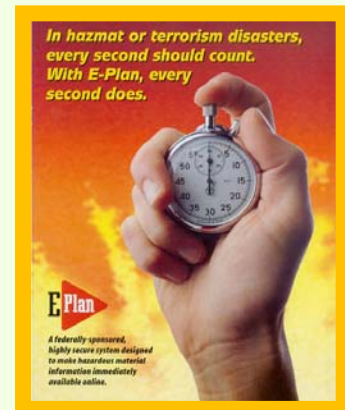
The conference will be 1 1/2 days in length so that travel home the second day can be arranged if desired.

- Day 1: 8:00 AM – 5:00 PM
- Day 2: 8:00 AM – 11:30 AM

Highly knowledgeable keynote speakers with hazardous chemical response experience are being planned to ensure an outstanding program.

Preliminary agenda items include:

- E-Plan Best Practices
- E-Plan Success Stories
- How are users utilizing E-Plan?
- Review how E-Plan's Online Tier II Submit works
- What new E-Plan features are needed?
- Demonstration of E-Plan (for new users)
- E-Plan electronic Bulletin Board demonstration
- Many other key aspects of E-Plan will be discussed



We need knowledgeable speakers and session leaders for this conference!

If you have suggestions for the agenda, or would like to volunteer to lead a session, please contact us by using the **"Contact Us"** button on the E-Plan homepage at <http://erplan.net> or

- By e-mail: eplan@utdallas.edu
- By phone: 972-883-2631
- By fax: 972-883-4441
- By mail: The University of Texas at Dallas
CyberSecurity and Emergency Preparedness Institute
Attn: E-Plan
800 West Campbell Road, WT-11
Richardson, TX 75080

And now, for our monthly humor section

Think before you speak!

WIFE: "What would you do if I die? Would you get married again?"

HUSBAND: "Definitely not!"

WIFE: "Why not - don't you like being married?"

HUSBAND: "Of course I do."

WIFE: "Then why wouldn't you remarry?"

HUSBAND: "Okay, I'd get married again."

WIFE: "You would? (with a hurtful look on her face)."

HUSBAND: (makes audible groan).

WIFE: "Would you live in our house?"

HUSBAND: "Sure, it's a great house."

WIFE: "Would you sleep with her in our bed?"

HUSBAND: "Where else would we sleep?"

WIFE: "Would you let her drive my car?"

HUSBAND: "Probably, it is almost new."

WIFE: "Would you replace my pictures with hers?"

HUSBAND: "That would seem like the proper thing to do."

WIFE: "Would she use my golf clubs?"

HUSBAND: "No, she's left-handed."

WIFE: - - -silence - -

HUSBAND: "Crap."

Boudreaux and his mule

Boudreaux had a bad vehicle accident, caused by a truck. In court, the trucking company's fancy lawyer was questioning Boudreaux.

"Didn't you say, at the scene of the accident, 'I'm fine,' the lawyer asked?"

Boudreaux responded, "Mais, Let me told you what happened. Me, I had jus loaded my favorite mule, Bessie, into da..."

"I didn't ask for any details", the lawyer interrupted. Just answer the question? Did you not say, at the scene of the accident, "I'm fine!"?

Boudreaux said, "I had jus got Bessie into da trailer and I was driving down da road"

The lawyer interrupted again and said, "Judge, I am trying to establish the fact that, at the scene of the accident, this man told the Highway Patrolman on the scene that he was just fine. Now several weeks after the accident he is trying to sue my client. I believe he is a fraud. Please tell him to answer the question."

By this time, the Judge was fairly interested in Boudreaux's answer and said to the lawyer, "I'd like to hear what he has to say about his favorite mule, Bessie".

Boudreaux thanked the Judge and proceeded;

"I had just loaded Bessie, my favorite mule, into da trailer and was driving her down da highway when dis huge semi-truck and trailer ran da stop sign and smacked my truck right in da side. Me, I was thrown into one ditch and Bessie wa thrown into da udder. I was hurting, real bad and didn't want to move att all.

But, I could herd ole Bessie moanin and groanin. Me, I knew she was in some kind o' terrible shape just by her groans."

"Shortly after da accident, a Highway Patrolman, he came on da scene. > He herd Bessie moanin' and groanin' so, him, he went over ta her. After he took hisself a look at her, he took out his gun and shot her between da eyes.

Den da Patrolman came cross da road, gun in hand, and looked at me, and said 'How are you feeling?'

Now what da heck would you say?

Forgot Your E-Plan User Account Password?



If you have an E-Plan account and have forgotten your password, please go to the E-Plan homepage at <http://erplan.net>

- Click on "Forgot your password? Retrieve Password"
- Enter your UserID and click on "Submit" button

We will send your current password to your e-mail address immediately.

Correct information is critical in hazmat response situations. The life you save may be your own.



Please notify us if you find any errors in your area's Tier II or RMP data.

- By e-mail: eplan@utdallas.edu
- By phone: 972-883-2631
- By fax: 972-883-4441
- By mail: The University of Texas at Dallas
CyberSecurity & Emergency Preparedness Institute
Attn: E-Plan WT-11
2601 N. Floyd Road
Richardson, TX 75080

Help Us Help You!

Please check with your fellow responders and co-workers to make sure you are all receiving the E-Plan monthly newsletters. We have a number of "undeliverable" e-mail notifications each month. Maybe someone's e-mail address has changed, or their job title has changed. If you or your co-worker is **NOT** receiving the E-Plan Newsletter, please send us your name and e-mail address and we will put you on the E-Plan Newsletter mailing list. Please use the "Contact Us" button on the E-Plan homepage at <http://erplan.net> or contact us by e-mail: eplan@utdallas.edu.

Contact Us ...



Send your comments and questions and suggestions to:

- By e-mail: eplan@utdallas.edu
- By phone: 972-883-2631
- By fax: 972-883-4441
- By mail: The University of Texas at Dallas
CyberSecurity & Emergency Preparedness Institute
Attn: E-Plan WT-11
800 W. Campbell Road
Richardson, TX 75080

Read more from previous issues of the E-Plan Newsletter at
http://csepi.utdallas.edu/epc_center.htm



Freedom is Never Free!
Remember our troops fighting for our security and freedom!

