



When every second counts...

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

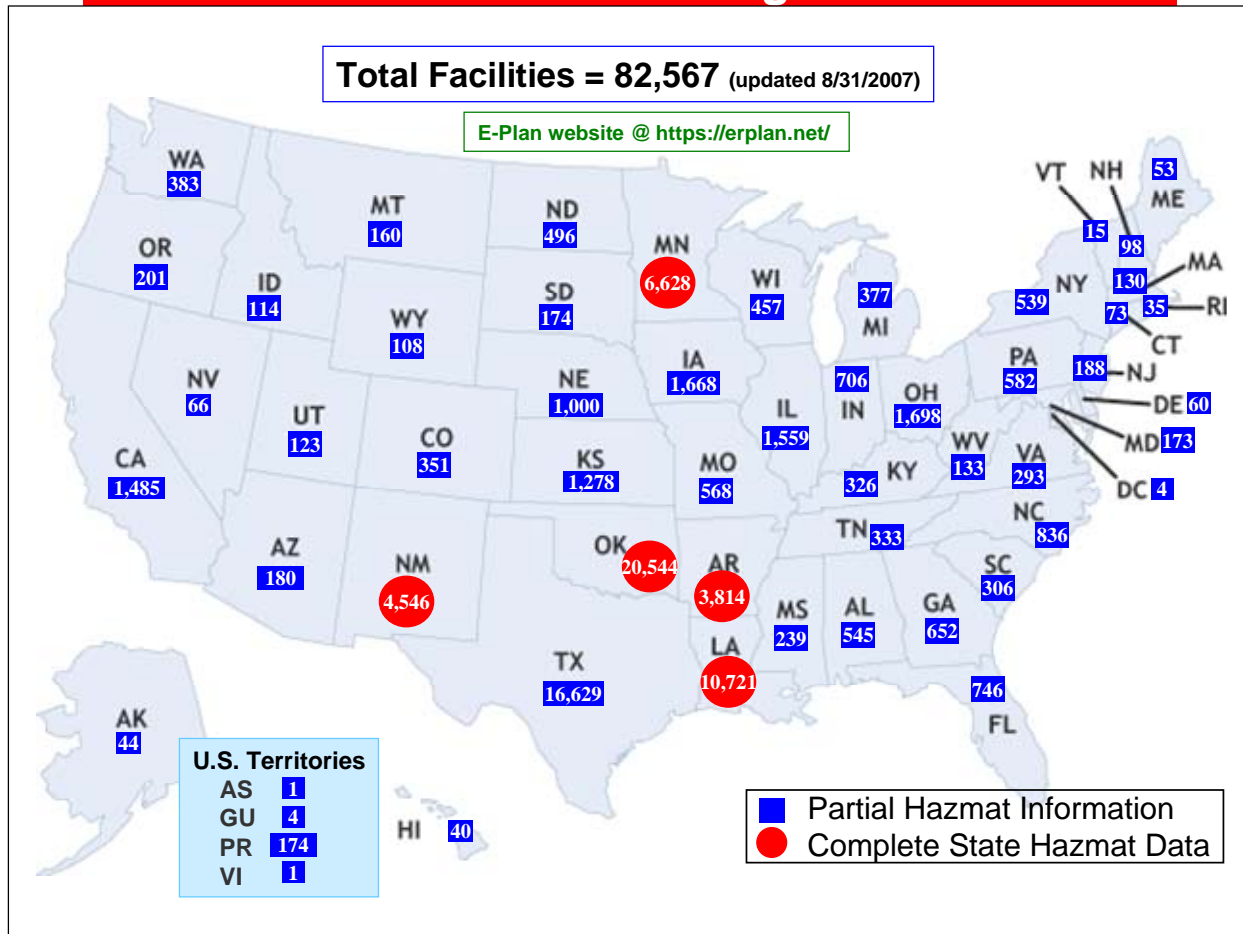
Hello, E-Plan Users and friends,

E-Plan events and news from across the country.



This issue marks our Fourth Year Anniversary of E-Plan Monthly Newsletter.

E-Plan has nationwide coverage in all 50 States.



- ❖ E-Plan Database - Number of Unique Chemicals: **22,759**
- ❖ Number of E-Plan Registered Users: **1,720**
- ❖ Number of E-Plan Website Visits
 - August 2007: **1,427**
 - Year-to-Date: **9,630**

(E-Plan statistics as of August 31, 2007)

Did You Know?



You can order your “**Fire Prevention Week**” materials directly from the National Fire Protection Association (NFPA).

You can launch your local campaign with “**Fire Prevention Week in a Box**” for your local open house or school presentations. To order “**Fire Prevention Week in a Box**”, contact NFPA at 1-800-344-3555 or <http://www.nfpa.org/catalog/>.

How to Communicate in a Crisis

Edward A. Flynn, the former Massachusetts public safety secretary, spoke to CSO Magazine in 2005, shortly after he handled a media frenzy over reports that the FBI was seeking six foreign nationals in connection with a suspected plot to release a dirty bomb in Boston. The tip to authorities later turned out to be a hoax. But as in real-time crisis situations facing many security executives, Flynn didn't know that at first. Flynn shared these five crisis communication tips, which you can pass along to colleagues and managers at your organization.

1. Share accurate information. During a crisis, Flynn says, you first need to provide information to your colleagues and staff about what's happening so that they can respond appropriately. This is a big deal even if it's hard to do, with conflicting interests at play among government agencies, he adds. “Understandably, there's stress between the federal concerns to protect an ongoing investigation and the state and local government who needs to convey information to the media.”
2. Answer questions. After an organization releases information about an incident, Flynn says, expect questions. It's important to respond quickly and to shape answers that reflect the tone you are trying to achieve—in this case, a calming presence. He adds: “If I'm answering your questions, I've found, it gives me room in tone and content to convey a more accurate, simple statement than any crafted message could do. And there's always the old adage that “you answer the question you wish you were asked.”
3. Tell the truth. Flynn says that it's important to establish your credibility before a crisis. Then, when an incident occurs, your boss and peers will know that they can come to you for accurate and reliable information. Also be aware of your superiors' points of view. “Their concerns are not only security related. They have a constituency. There are other interests besides yours at stake.”
4. Be prepared. Flynn says you need a communication plan that “requires that we work out in advance how we will communicate that message—who will deliver it to certain constituencies. If we have an industry that's part of the critical infrastructure, what is your standard procedure to handle information when it comes into your domain? Into the public domain? How do you [speak] to your staff? These discussions need to take place in advance.”
5. Get involved. As a government official, Flynn says he saw the importance of public- and private-sector information-sharing. “CSOs should get involved with local and state government,” Flynn says. “Get in touch with your state and county emergency management agency and LEPC.”

SOURCE: Adapted from “Crisis Calling on Line One,” www.csoonline.com/read/040105/briefing_incident.html

Understanding Vehicle Weight Ratings

July 12, 2007 "Fire Chief" Magazine
by Chris Cavette "In Service" Senior Editor

Some departments experience apparatus problems because they don't understand how vehicle weight ratings are determined or because they think they are exempt from weight restrictions. The result often are poor performance, broken components or even accidents.

A basic understanding of weight ratings can help avoid many problems when departments specify new apparatus, as well as after they put the apparatus in service. Here are some basic ratings and what they mean.

Gross axle weight rating. The GAWR is the amount of weight a particular axle is designed to support. It is determined by the lowest weight rating of the frame, axle, suspension, steering (for the front axle), hubs, brakes, wheels and tires. The GAWR is usually stamped on a plate inside the cab door frame.

Gross axle weight. The GAW is the actual weight on a particular axle. It is determined by weighing the front or rear axle of a fully loaded vehicle. The GAW must be less than the GAWR to be safe.

Gross vehicle weight rating. The GVWR is the sum of the front axle and rear axle GAWR minus any allowances for frames and other factors. It is the total weight a vehicle is designed to support. The GVWR also is usually stamped on a plate inside the cab door frame or elsewhere on the vehicle.

Gross vehicle weight. The GVW is the actual weight of a vehicle. It is determined by summing the actual weights on each axle of a fully loaded vehicle or by weighing the entire vehicle at one time. The GVW must be less than the GVWR to be safe.

Gross combination weight rating and gross combination weight. Tractor-trailer vehicles, such as tillered aerials and some rescue, hazmat and tanker configurations, use GCWR and GCW instead of GVWR and GVW. The methods of determination are similar.

Side-to-side distribution. Weights must be distributed evenly on both sides of a vehicle to be safe. Putting too much weight on one side can overload the components on that side, even if the total weight is within limits. NFPA 1901 sets standards for variations in side-to-side weight distribution.

Front-to-rear distribution. Vehicle manufacturers define how the total vehicle weight must be distributed between the front and rear axles. NFPA 1901 sets additional standards. Under loading axles can cause as many problems as overloading them.

Fully loaded vehicle. A fully loaded vehicle includes the weights of the chassis and body, plus the weights of all the hose, equipment, tools, supplies, personnel, water, foam and fuel. All tanks must be full. All equipment and hose must be carried in its specified place to give accurate weights.

Where departments go wrong

Looks pretty simple, doesn't it? Everything has a weight rating, and the actual weights can't exceed those ratings. Despite this fairly straight-forward approach, it's easy for departments to go wrong. Here are some examples.

Ignoring weight restrictions because they don't apply to fire departments. This oft-used excuse is wrong. NFPA standards include several weight restrictions and are usually accepted by courts. Chassis and apparatus manufacturers also specify weight restrictions. Even if vehicle laws don't apply, the laws of physics do. Overloaded vehicles, or those with poor weight distributions, are potentially subject to poor handling, poor braking, component failures and accidents.

Carrying too much equipment. Many departments don't take the time to weigh all their equipment. Instead, they rely on the miscellaneous equipment allowance specified in the NFPA standards. Sometimes that isn't sufficient — especially when equipment is installed or added after the apparatus

is delivered. Annex C of NFPA 1901 and the FAMA Weight/Cube Calculator can help departments make more accurate weight allowances for equipment.

Selecting replacement components based on fit or finish, rather than weight ratings.

Departments need to be careful when replacing components such as tires and wheels to ensure that the new components have equal or greater weight (load) ratings than the old ones. Rated tire loads depend on the design, size, inflation pressure, brand and other factors. Rated wheel loads depend on the material, design, offset and brand. Compare the ratings before you buy.

Looking at the whole, rather than the parts. Some departments simply check the overall weight of a vehicle, rather than checking the weight on each axle separately. Individual axle weights and the front-to-rear and side-to-side weight distributions also are important and need to be checked.

Modifying older vehicles. Many smaller departments use older commercial trucks and surplus military vehicles to build fire apparatus. They feel if a truck was good enough for one service, it's good enough for another. That may be right, or it may be wrong. Departments that build their own apparatus need to consider many factors — weight is one of them.

NFPA weighs in

The new NFPA 1911, Inspection, Maintenance, Testing, and Retirement of In-Service Automotive Fire Apparatus, 2007 Edition, requires that all front line and reserve fire apparatus, regardless of their year of manufacture, must be weighed once a year. It defines how the apparatus is to be loaded and requires that each axle be weighed separately and then the entire apparatus be weighed as a whole. If the weight on any axle, or on the vehicle as a whole, exceeds the corresponding GAWR or GVWR/GCWR, then equipment must be removed or re-arranged until the weights are below the rated values. If that cannot be done, the vehicle must be taken out of service immediately.

What was once just a good idea is now a requirement. Departments that continue to run overweight or poorly balanced vehicles will not only incur potential problems, they may also incur potential liabilities.

VA-TF1 Members Deploy to Peru Earthquake Disaster

The United States Agency for International Development (USAID) will send members from Fairfax County's Virginia Task Force 1 (VA-TF1) today to assist in the humanitarian efforts following the earthquake in Peru. Three members from VA-TF1 will fly to Lima, Peru to be part of a support module of the United Nations Disaster Assessment and Coordination Team. VA-TF1 members are firefighters and first responders from the Fairfax County Fire and Rescue Department and are specially trained in communications, liaison, and logistics. Members will deploy with life support equipment (tents, generators), IT equipment, and food and water to support 15 people for up to 21 days. The Department and USAID have a long-term partnership in the provision of specialized humanitarian relief which includes deployments of this type as well as urban search and rescue.

State Farm Safe Neighbor's Grant is Available

State Farm Insurance company offers a grant to help organizations be prepared to shield homes from fires and prepare for disasters and recoveries. Fire departments and other non-profit organizations can apply for funding to support these types of efforts.

To apply you should contact your local State Farm Agency. Grant requests must be submitted in writing on the requesting organization's letterhead. Telephone and e-mail solicitations cannot be considered. Grant proposals can be submitted to the appropriate State Farm office nearest you, attention: Public Affairs, GNC Coordinator.

You can find information about this grant from the State Farm website at http://www.statefarm.com/about/part_spos/grants/cogrants.asp

E-Plan Best Practices

The Use of E-Plan Use for Pre-Planning

A number of Fire Departments and LEPC's are using E-Plan for their Emergency Pre-planning. We all have a pretty good idea of where the 'Hot Spots' are in our own county, such as chemical plants, refineries, rubber or plastics processing facilities, etc. But, have we ever thought a frozen food plant or a poultry processing plant as a "Hot Spot"? How's about a water treatment plant or electronic chip making plant? Many of these types of facilities have huge quantities of ammonia or chlorine or hydrofluoric acid on site.

By using the "Chemical Search" function of E-Plan, the Fire Department or LEPC can quickly search out where large quantities of Hazardous Materials, (such as Chlorine, Bromine, Methyl Bromide, Ammonia, Arsine, Hydrofluoric Acid, Sulfuric Acid, solvents, Phosgene, Phosphine, etc.) are stored.

With the aid of the "Enhanced Google Map" function, the planner can see where these Hazardous Materials are stored in relation to particularly sensitive facilities, such as schools and hospitals.

This is a great help in pre-planning emergency response, including the need to utilize and teach "Shelter In Place" or to plan notification and evacuation scenarios.

If you have an "E-Plan Best Practice" that you would like to share with others, please send us your "E-Plan Best Practice" to UT Dallas' CyberSecurity & Emergency Preparedness Institute.

By e-mail: eplan@utdallas.edu **By phone:** 972-883-2631 **By fax:** 972-883-4441

E-Plan Outreach

E-PLAN PRESENTATIONS IN AUGUST

- Oklahoma SERC in Tulsa, OK – August 3, 2007

E-PLAN INFORMATION SESSIONS SCHEDULED

- Homeland Security Summit in Arlington, VA – September 5–7, 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 15–19, 2007
- Hotzone Conference in Houston, TX – October 18–21, 2007
- North Carolina EMA Fall Conference in Atlantic Beach, NC – October 28–31, 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
- Texas Homeland Security Conference in Austin, TX – November 2007
- EPA Region 3 Hazmat Conference in Pittsburg, PA – December 2007

E-Plan User's Group Conference Planned for the Spring, 2008



We are planning the first ever E-Plan User's Group Conference for **Spring of 2008** (late February or early March) at The University of Texas at Dallas in Richardson, Texas to get together, network and share best practices and develop ongoing strategies for the E-Plan program. We are letting you know early about this planned conference so that you can budget travel money 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 about \$85 per night.

We expect the conference to be about 1 1/2 days in length, so that you can travel home the afternoon of the second day.

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

Top-notch keynote speakers will be invited and included on the program.

Preliminary agenda items include:

- ◆ E-Plan Best Practices
- ◆ E-Plan Success Stories
- ◆ How are users utilizing E-Plan?
- ◆ Review E-Plan features
- ◆ Review how Tier2 Submit works
- ◆ What new E-Plan features are needed?
- ◆ Demonstration of E-Plan (for new users)
- ◆ E-Plan electronic Bulletin Board
- ◆ E-Plan issues/problems?



We are looking for 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 WT-11
2601 N. Floyd Road
Richardson, TX 75080

And now, for our monthly humor section

I rear-ended a car this morning. The driver got out of his car and he was a dwarf!
He looked up at me and said, "I am NOT Happy!"
So, I said, "Well, which one ARE you then?"
That's how the fight started...

THE YEAR'S BEST (actual) HEADLINES OF 2006

Something Went Wrong in Jet Crash, Expert Says

No, really?

Police Begin Campaign to Run Down Jaywalkers

Now that's taking things a bit far!

Panda Mating Fails; Veterinarian Takes Over

What a guy!

Miners Refuse to Work after Death

No-good-for-nothing' lazy so-and-sos!

Juvenile Court to Try Shooting Defendant

See if that works any better than a fair trial!

If Strike Isn't Settled Quickly, It May Last Awhile

You think?!

Cold Wave Linked to Temperatures

Who would have thought!

Enfield Couple Slain; Police Suspect Homicide

They may be on to something!

Red Tape Holds Up New Bridges

You mean there's something stronger than duct tape?!

Man Struck By Lightning: Faces Battery Charge

He probably IS the battery charge!

New Study of Obesity Looks for Larger Test group

Weren't they fat enough?!

Astronaut Takes Blame for Gas in Spacecraft

That's what he gets for eating those beans!

Kids Make Nutritious Snacks

They taste like chicken?

Local High School Dropouts Cut in Half

Chainsaw Massacre all over again!

Hospitals are Sued by 7 Foot Doctors

Boy, are they tall!

And the winner is....

Typhoon Rips Through Cemetery; Hundreds Dead

Did I read that right?

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.



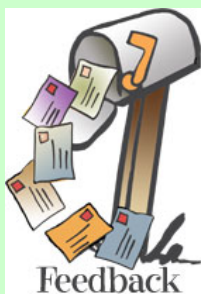
Please notify us if you find any errors in your area's Tier II or RMP data.

- By e-mail: eplan@utdallas.edu
- By phone: 972-883-2631
- By fax: 972-883-4441
- By mail: The University of Texas at Dallas
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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:

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- By phone: 972-883-2631
- By fax: 972-883-4441
- By mail: The University of Texas at Dallas
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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!

