



# The InfoGram

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The U.S. Fire Administration maintains the **Emergency Management and Response – Information Sharing and Analysis Center (EMR-ISAC)**.

For information regarding the EMR-ISAC visit [www.usfa.dhs.gov/emr-isac](http://www.usfa.dhs.gov/emr-isac) or contact the EMR-ISAC office at: **(301) 447-1325 and/or [emr-isac@fema.dhs.gov](mailto:emr-isac@fema.dhs.gov)**.

## Warning Issued About Oil After Explosion in ND

The U.S. Department of Transportation's [Pipeline and Hazardous Materials Safety Administration](#) (PHMSA) issued a safety alert to the public, emergency responders, and shippers last week about the "[potential high volatility of the crude being shipped from the Bakken oil shale patch in Montana and North Dakota](#)" (PDF, 49.8 Kb).

[Three incidents put the Bakken Shale oil in the spotlight](#): early last week, a train carrying oil derailed and exploded in North Dakota, prompting the evacuations of a nearby town. In November, another train carrying Bakken oil also derailed and exploded in Alabama, releasing over 749,000 gallons of oil. In July, a train carrying the same kind of crude oil derailed and exploded in Quebec, killing 47 people.

Just days before the most recent accident, a regional newspaper published an [article quoting two North Dakota fire chiefs](#) as being concerned about the possibility of such a violent accident in their communities. As the production in the region increases, so does rail traffic across the country as the raw crude is transported to refineries. This should be a concern for any community having commercial rail traffic nearby.

Studies are ongoing and preliminary results should be released soon, but due to the possibility of Bakken crude being more unpredictable and volatile, extreme caution should be used in regions where this type of crude is being transported.

Transportation of oil by rail has increased due to changes in technology and an [increase in shale production](#). The Association of American Railroads has information on its website that can be of assistance, including a [map of freight rail in the country](#) (PDF, 340 Kb), freight [rail industry snapshots by state](#) (listing products being moved), and a list of [rail company representatives by state](#) (PDF, 271 Kb).

(Source: [PHMSA](#))

## Electrical Vehicle Charging Station Safety

More electric and electric-hybrid vehicles are making their way onto our highways, and while much is written about [safety protocol when responding to accidents](#) involving these vehicles, much less has been written on responding to incidents involving electric vehicle charging stations.

*The InfoGram is distributed weekly to provide members of the Emergency Services Sector with information concerning the protection of their critical infrastructures.*

The Department of Energy's Alternative Fuel Data Center reports there are over [6,700 public charging stations across the United States](#) ranging from 240 to 480 volts. Most of these are in or around cities. The map and database are searchable. There is also information available for jurisdictions interested in growing their electrical vehicle charging infrastructure, with information on different types of charging stations.

This [article in Fire Engineering](#), written by a certified master diagnostic technician, discusses the three types of charging stations and where you are most likely to see them. It also describes incidents including collisions with a charging station, [car fires](#) while charging, and [vandalism](#), and how to handle these incidents.

Most training available for first responders is geared toward accidents involving electric vehicle themselves, not toward the charging stations. A quick internet search will show a few companies that do fee-based training related to charging stations for first responders.

The best option may be to find out the manufacturer or installation contractor for charging stations in your jurisdiction and contact them directly for safety training and information when writing SOPs.

(Source: [Fire Engineering](#))

## DHS Seeking Private Sector Intel Analyst

The Department of Homeland Security's Office of Intelligence and Analysis is seeking applications for the [2014 IC Analyst – Private Sector Program](#). Applicants from all industries are encouraged to apply.

Applicants should be U.S. citizens and should have an interest and/or demonstrated expertise in at least one of the 2014 topics. A security clearance is not required. The 2014 program topic areas are:

- 3D Printing and Rapid Prototyping
- Bulk Intrusion Data Analysis
- Industrial Control Systems in the Critical Manufacturing Sector
- Non-Mainstream Money Exchanges
- Unmanned Aerial Systems (UASs)
- Wearable and Embedded Devices

The IC Analyst – Private Sector Program enables intelligence community analysts and private sector partners to gain a greater understanding of how their disparate, yet complementary, roles can work in tandem to ensure mission success.

Participants work on topic-focused teams over 6 months to create joint analytic products of interest to both the private sector and the U.S. Government. Participants must submit a resume along with the [application form](#).

(Source: [DHS Office of Intelligence & Analysis](#))

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For information specifically affecting the private sector critical infrastructure contact the **National Infrastructure Coordinating Center** by phone at **202-282-9201**, or by email at [nicc@dhs.gov](mailto:nicc@dhs.gov).