



Tulsa Police Department

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Policy # 111A

Effective Date 02/06/2025

Policy Name Hazardous Material Incidents

Approved Date 02/06/2025

Approved by Dennis Larsen, Chief of Police

Previous Date 09/25/2007

PURPOSE OF CHANGE:

Add training requirements.

POLICY:

The nature of chemical, biological, radiological, nuclear, and explosive (CBRNE) weapons and other hazardous material incidents present serious health and safety concerns. Officers who respond to a hazardous material/CBRNE incident will treat it as one of potential danger.

Specialized equipment and expertise are required to address these situations. State law, 27A O.S. 4-1-103.D, requires that upon arrival, the lead fire official will immediately assume the responsibility for management as the Incident Commander (IC) at a hazardous material/CBRNE site. Under the Incident Command System (ICS), all other responding emergency personnel are to assist the lead fire official.

The primary responsibilities for officers responding to hazardous material incidents will be to coordinate with the IC if the ICS has been implemented and to cooperate with other agencies at the scene. Officers are discouraged from endangering themselves by performing rescue or other operations in the contaminated area unless they are wearing protective clothing, a self-contained breathing apparatus, and are trained in the use of this equipment.

Officers who are assigned or discover a traffic collision involving vans, truck-trailers, tank cars, or other carriers capable of transporting hazardous materials must approach the scene with caution. Notify the Tulsa Health Department, Fire Department, and Tulsa Area Emergency Management Agency (TAEMA) anytime a placarded vehicle or railcar is involved in a collision and there is a suspected leak or spill. If there is not an apparent leak or spill, contact only the Fire Department.

In the interest of officer and citizen safety, the officer should direct lifesaving activities by promptly notifying Fire Department personnel who have the appropriate equipment to safely perform such rescues. Notification should include the number of injured persons in the danger area and, if possible, the nature of the hazardous material/CBRNE.

SUMMARY: Procedures for responding to a hazardous material/CBRNE incident.

APPLIES TO: All police personnel

DEFINITIONS:

COLD ZONE – the fully safe operating area surrounding the Warm Zone at a hazardous material/CBRNE site.

EMERGENCY RESPONSE GUIDEBOOK (ERG) – a field reference manual published by the Department of Transportation (DOT) listing hazardous materials. The manual is cross-referenced by the chemical name and ID number. The book lists the general hazards of these chemicals and the steps to be taken by emergency response personnel dealing with them.

FIRST RESPONDER – law enforcement officer, firefighter, paramedic, emergency medical technician, telecommunicator or other individual who, in the course of their professional duties, responds to public safety incidents or emergencies.

HAZARDOUS MATERIAL – a group of materials that can cause harm to people or the environment upon release. Includes CBRNE and other harmful materials.

HOT ZONE – the total exclusion area around a hazardous material/CBRNE incident. Entry is limited to personnel wearing special protective clothing.

INCIDENT COMMANDER (IC) – the individual responsible for all incident activities, including the development of strategies and tactics and the ordering and release of resources. The IC has overall authority and responsibility for conducting incident operations and is responsible for the management of all incident operations at the incident site.

PLACARD – a diamond shaped sign with colors, letters, descriptive drawings, and numbers that are displayed on the sides and ends of a motor vehicle, railcar, freight container, or portable tank containing hazardous materials. The number will correspond to the DOT ERG.

SAFETY OFFICER – the person responsible for monitoring and assessing safety hazards or unsafe situations and for developing measures to ensure personnel safety.

SHIPPING PAPERS – papers that list the specific cargo being transported. The papers list the sender, the receiver, the carrier, the destination, and details the contents and the dangers associated with the material. In a truck it will be located in the cab and will be called a Bill of Lading. In a train it will be located in the engine and will be called a Consist. In a barge it will be in a special box or in the wheelhouse of the tugboat and will be called a Dangerous Cargo Manifest. In an aircraft it will be located in the cockpit and will be called the Air Bill.

STAGING AREA – a location established where resources can be placed while awaiting a tactical assignment. The Operations Section, when activated, manages Staging Areas.

WARM ZONE – the area between the Hot and Cold Zones at a hazardous material/CBRNE site.

PROCEDURES:

1. When officers approach a hazardous material/CBRNE incident, they will approach from upwind and uphill. Officers will never approach from downwind. Ask the dispatcher for the wind speed and wind direction when assigned the call.
2. Attempt to determine the hazardous material or type of CBRNE involved. Possible sources are:
 - a. The person in charge.
 - b. Placards and/or labels.
 - c. Shipping papers.
 - d. Shape, type, and location of the container.
3. Attempt to determine the number of injured persons.
4. Inform the dispatcher of potential hazards and request that the Fire Department, Tulsa Health Department, and TAEMA be notified.
5. Inform the dispatcher of the immediate need for additional emergency equipment, emergency services, and personnel. Include the number of additional personnel needed and the location to which they are to report.
6. Determine routes of ingress and egress for responding units. Inform the dispatcher of these routes.

7. Take appropriate action to stabilize conditions at the scene:
 - a. Isolate the Hot Zone and establish the boundaries of the Warm and Cold Zone.
 - b. Notify an adult in each household and other persons in the area of the possible danger.
 - c. Keep internal combustion engines out of the Hot and Warm Zone.
 - d. Aid the injured if possible. (NOTE: Officers who do not have protective clothing, a self-contained breathing apparatus, and are not trained with this equipment must not enter the Hot or Warm Zone.)
 - e. If any person has entered the Hot Zone, ensure that they are decontaminated before leaving the Warm Zone.
8. Gather and report the following information to the dispatcher as soon as it is safe to do so:
 - a. Location of the incident and the size of the area involved.
 - b. The type of incident, whether at a fixed site or involving transported materials, and whether a fire is involved.
 - c. Direction of fluid or vapor travel.
 - d. Number of injured and any reported symptoms.
 - e. Placard information, bill of lading information.
 - f. ERG information.
 - g. Weather conditions, wind direction, speed, and any expected changes.
 - h. Degree of danger at site and potential danger to surrounding area and first responders.
 - i. Safe routes for responding emergency personnel.
 - j. Property and/or vehicle owner's names.
 - k. Staging areas and Command Post location if they have been established.
9. The supervisor will re-evaluate the incident upon arrival. If a Command Post has already been established, the ranking officer shall report to the Command Post. If the role of IC has not been assumed, and a Command Post has not been established, the ranking officer will assume of the role of IC and establish a Command Post using the ICS in accordance with Policy 140, *Command Posts*. The IC shall also establish a Staging Area(s) within the Cold Zone to which ambulance service, equipment, volunteers, police personnel, and fire personnel shall respond.
10. The supervisor will determine additional manpower needs for zone security and evacuation notification.
11. Ensure access routes are established and conditions at the scene are stabilized.
12. Increase the area of evacuation notification if necessary.
13. If the hazardous material/CBRNE incident requires a substantial effort including evacuations and/or a large use of manpower, notify the Chief of Police or designee of the circumstances and actions being taken.
14. Coordinate activities with the IC if the ICS is implemented. The IC will direct the necessary actions to control the incident and dispose of the hazard. Actions that may take place before the arrival of the IC are:
 - a. Use personnel who are not assigned to zone security to perform evacuation notifications.
 - b. Establish relocation points (e.g., schools, Salvation Army, Red Cross, fairgrounds, churches) and facilitate the movement of displaced citizens to these points.
 - c. Inform evacuees of the approximate time they may return to the area.
 - d. Arrange for evacuation area security.
15. Arrange for personnel relief.
16. Ensure that officers decontaminate clothing and take proper precautionary measures if they have had any possible contact with the hazardous or CBRNE material, its vapors, or any contaminated persons or equipment. Contact TPD range personnel to respond to collect all contaminated firearms for decontamination.

SAFETY PRECAUTIONS:

1. Avoid physical contact with hazardous substances. Dangerous exposure can occur through contact, inhalation, ingestion, or absorption. Hazardous substances may be odorless and tasteless.
2. Eliminate open flames and the possibility of sparks from smoking, flares, electricity, etc.
3. Shut off automobile engines. Never enter the Hot or Warm Zone in an automobile.

REGULATIONS:

1. Any person who enters the Hot Zone shall be decontaminated before leaving the Warm Zone.
2. Equipment used in hazardous material/CBRNE incidents will be meet the National Institute for Occupational Safety and Health (NIOSH) standards.
3. All Tulsa Police first responder personnel will receive initial hazardous materials awareness training and in-service training in hazardous materials awareness at least biennially.

REFERENCES:

27A O.S. 4-1-103.D
127, *Tulsa Police Reserve Emergency Callout*
132, *Aircraft Crashes*
134, *Bomb Threats/Detonations*
140, *Command Posts*
Critical Incident Response Manual
Emergency Response Guidebook