

Kanawha Putnam Emergency Management Plan Hazard Identification Annex	
<h1>Transportation</h1>	<h1>B13</h1>
Risk Moderate	Vulnerability Low to High

I. Introduction

A. The metropolitan area contains interstate and other highways that are utilized by commercial carriers transporting hazardous material (HAZMAT). Three interstate highways converge upon downtown Charleston and some areas of those highways are elevated above the downtown area.

B. A river used for commercial and pleasure navigation passes through both counties of the metropolitan area. Commercial vessels transport petrochemical and other hazardous material through the metropolitan area. There are two facilities in the metropolitan area used for offloading and storage of petrochemical products from vessels. Various chemical facilities situated along the river utilize commercial navigation for the transportation of hazardous raw material or finished product.

C. Yeager Airport handles scheduled commercial, military and aviation air traffic. It is located just north of the city limits of Charleston. The longer runway at Yeager is the approach/departure route for larger aircraft. This is significant because landing and departing flights pass over downtown and populated areas of the city of Charleston. Yeager Airport has two fuel storage facilities within one-half mile of the control tower.

D. Two railways pass through the metropolitan area. These routes carry the most significant quantities of HAZMAT of any transportation method in the area.

II. Situation and Assumptions

A. Transportation incidents can pose a threat to the public and create secondary issues, including, but not limited to:

1. Disruption of travel
2. Damage to infrastructure and property
3. Threat to health safety
4. Interruption of commerce
5. Interruption of government continuity

B. Prevention

1. Design of limited access highways contribute to traffic safety.
2. Laws and regulations governing all transportation modes generally contribute to safety.
3. Enforcement encourages respect for laws and safe practices.

C. Preparation

1. Response personnel are trained, at least, at the awareness level in HAZMAT response.
2. Response personnel are trained to provide response to accidents involving all modes of transportation.
3. Public and private response personnel in the jurisdiction are prepared to respond to a transportation event involving hazardous materials.
4. The all-hazards approach to emergency response planning provides multiple guidelines that are applicable to response and life safety to transportation accidents.

D. Response

1. Agencies throughout the jurisdiction can and do respond to transportation accidents.
2. Response personnel maintain the necessary assets to perform their functions safely.

E. Recovery

1. Jurisdictions maintain guidelines and arrangements for hazardous material mitigation and clean up.
2. Public and private resources can conduct operations for effective recovery from any transportation accident.

III. Functional Annex Components

A. Primary Functional Annexes – include, but are not limited to:

1. [A01 – Public Warning](#)
2. [A02 – Emergency Public Information](#)
3. [A03 – Communications](#)
4. [A09 – Fire/Rescue](#)
5. [A14 – Law Enforcement/Security](#)
6. [A16 – Chemical Hazmat Response](#)

B. Support Functional Annexes – include, but are not limited to:

1. [A04 – Evacuation](#)
2. [A05 – Transportation](#)
3. [A06 – Traffic Diversion](#)
4. [A07 – Mass Care](#)

5. [A08 – Health and Medical](#)
6. [A12 – Special Needs Population](#)
7. [A13 – Continuity of Government](#)
8. [A15 – Resource Management](#)
9. [A17 – Biological Response](#)
10. [A18 – Radiological/Nuclear Response](#)
11. [A19 – Crisis Relocation](#)
12. [A21 – Search and Rescue](#)
13. [A22 – Restricted Airspace](#)
14. [A23 – Volunteer Response](#)
15. [A24 – Recovery](#)
16. [A27 – Catastrophic Event](#)