Interstate 95 – 102 Vehicle Pileup

- 25 FEB 2015 – I-95 Carmel, Maine
- 0732 hours – Morning commute and heavy snow
- 102 cars, tractor-trailers and a school bus
- 17 hospital transports including a pregnant woman and a heart attack victim along with fractures and internal injuries

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The Response

91 First Responders

- **Maine State Police**
- **Penobscot County Sheriff's Office**
- **Carmel FD**
- **Etna FD**
- **Bangor FD**
- **Hermon FD**
- **Newburgh FD**
- **Brewer FD**
- **Maine DOT**
- **Maine IF&W Game Warden**
- **Maine DACF Forest Ranger**
- **17 Municipal and private ambulances**
- **Maine State Police Regional Dispatch Center**
- **Penobscot Regional Communications Center**
- **Dozens of tow trucks**
- **Area Hospitals**
- **An off-duty firefighter-EMT**

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The Incident

- **25 FEB 2015 0732 hours – initial 911 call received**
  - ➢ **Seventy more calls would be received in the next 45 minutes**
- **0737 hours – first state trooper arrives on sconce and the I-95 is shut down**
  - ➢ **The resulting chain reaction pile-up at the primary site (Mile 172) included 34 passenger vehicles, a school bus, two tractor-trailers and two trucks**
  - ➢ **The overall incident spanned a distance of four miles and included 102 vehicles involved in reportable crashes and 40 non-reportable accidents**
  - ➢ **Forty total patients including 17 transported to two area hospitals; four walk-ins at area clinics and 19 treated on scene and released**
- **1150 hours – single lane re-opened**
- **1223 hours – interstate re-opened**

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Key Considerations

- Seventy calls to 911 in 45 minutes
- Poor LMR coverage and reasonable LTE coverage
- Five wrecker companies with no integrated LMR or LTE solution
- *Amy Kenney, spokeswoman for St. Joseph Hospital in Bangor*, said the hospital initiated a "code triage" after learning of the pileup. "Coordinated efforts began immediately with Eastern Maine Medical Center to ensure communication of available community health care resources,"
- "Fire and EMS personnel, Law Enforcement, Regional Communications Centers, Wrecker Companies, Hospitals and Maine DOT worked extremely well together to rescue the injured, stabilize the scene, reroute traffic, conduct preliminary investigation and eventually return the interstate to full operation in less than 5 hours." *Lt. Sean Hashey, Maine State Police Troop E Media Release. 11 MAR 2015*

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How Could FirstNet Help?

- **Poor LMR coverage**
  - ➢ **Rapid deployment mobile network with LMR/LTE interoperability and high-power LTE or microwave backhaul**
- **Lack of interoperable communications**
  - ➢ **VoLTE and P25-LTE Gateways allowing LMR to LTE connectivity with talk groups, push-to-talk phone to LMR and emergency pre-emption for Incident Command across talk groups**
- **Asset tracking and accountability**
  - ➢ **Seventeen police, fire and EMS agencies responded with 91 first responders**
    - **FirstNet applications could assist with directing and staging mutual aid apparatus arriving on the scene**
    - **FirstNet applications could assist with accounting for personnel**
    - **FirstNet applications could assist in dispatch and tracking of civilian first responders like tow truck companies**
- **Medical emergency triage**
  - ➢ **Forty patients and seventeen ambulance transports**
    - **FirstNet applications could coordinate triage; organize EMS and ambulance response and notify hospital emergency rooms of the scale of the incident**

FiRSTNETME

USS Miami Shipboard (Submarine) Fire
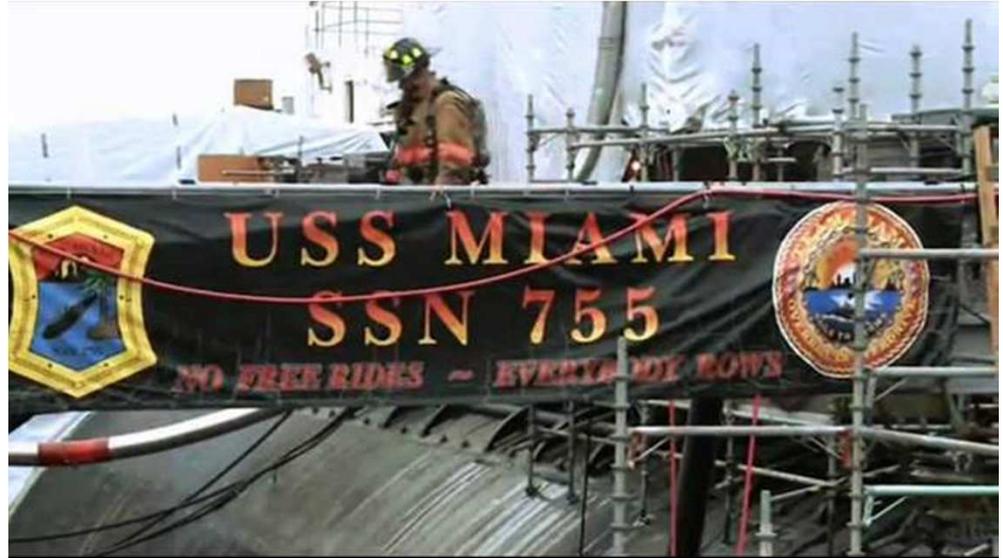
- ➢ May 23rd – 24th, 2012
- ➢ Portsmouth Naval Shipyard, Kittery, Maine
- ➢ Arson fire battled for 10+ hours by more than 25 civilian and Defense fire departments
- ➢ $440 million dollars in damage

Photos used courtesy of the U.S. Navy

Responding Agencies

Photo by Michael Schnieder   www.firenews.org

- **Civilian Agencies**
  - ➤ **Portsmouth FD**
  - ➤ **Kittery FD**
  - ➤ **Eliot FD**
  - ➤ **Newcastle FD**
  - ➤ **Rye FD**
  - ➤ **Newington FD**
  - ➤ **South Berwick FD**
  - ➤ **Rollinsford FD**
  - ➤ **York Beach FD**
  - ➤ **York Village FD**
  - ➤ **Greenland FD**
  - ➤ **Somersworth FD**
  - ➤ **South Portland FD**
  - ➤ **Dover FD**
  - ➤ **York County EMA**
  - ➤ **Hampton FD**
  - ➤ **Massport FD**

- **Defense Agencies**
  - ➤ **PNSY FD**
  - ➤ **PNSY EOC**
  - ➤ **Ship's Force Damage Control**
  - ➤ **Navy Radiological Response Team**
  - ➤ **Pease AFB FD**
  - ➤ **Hanscom AFB FD**
  - ➤ **SUBASE New London FD**
  - ➤ **U.S. Coast Guard**

Incident

- 23 MAY 1730 hours – a PNSY painter intentionally set fire to a bag of rags in the Forward Compartment and leaves the area
- 1736 hours – "Fire, Fire, Fire!". The shipboard alarm and automatic alarm are activated alerting all onboard and the PNSY fire department
- 1850 hours – seat of the fire finally located due to extreme heat and heavy smoke conditions
- 2000 hours – Incident Commander calls for all fire departments "within 100 miles" to respond to the incident with manpower and SCBA bottles.
- 2030 – 0200 hours – with a cogent strategy and sufficient manpower finally in place, a five-and-a-half hour battle begins unlike any scenario that Ship's Force and PNSY firefighters had anticipated or trained for
- 24 MAY 0550 hours – the fire is declared out

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Key Conclusion

"The lack of an effective, common communication device between firefighters and DC Central for both Ship's Force and land-based firefighters significantly hindered efforts throughout the casualty"

Final Command Investigation Into the Fire That Occurred Onboard USS Miami (SSN 755) at the Portsmouth Naval Shipyard on 23 MAY 2012. Commander, Naval Sea Systems Command. 20 MAY 2013

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How Could FirstNet Help?

- **Lack of interoperable communications**
  - ➢ **VoLTE and P25-LTE Gateways allowing LMR to LTE connectivity with talk groups, push-to-talk phone to LMR and emergency pre-emption for Incident Command across talk groups**
- **A whiteboard and drawings were used to assist the Incident Commander and civilian firefighters who did not have a common terminology for the spaces onboard the submarine**
  - ➢ **The Emergency Operations Center (EOC) could have used public safety broadband to distribute ships plans to responding agencies**
- **Asset tracking and accountability**
  - ➢ **Twenty-six fire departments and 100+ firefighters responded to a secure and industrial Naval facility that most had never been to before**
    - **FirstNet applications could assist with directing and staging mutual aid apparatus arriving on the scene**
    - **FirstNet applications could assist with accounting for personnel not familiar with the layout of the base, the drydock and shipboard firefighting techniques**
- **Medical emergency triage**
  - ➢ **Eight personnel were injured while fighting the fire and many more suffered the effects of heat exhaustion**
    - **FirstNet applications could coordinate triage; organize EMS and ambulance response and notify hospital emergency rooms of the scale of the incident**

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Sugarloaf Mountain Resort – Chairlift Deropement
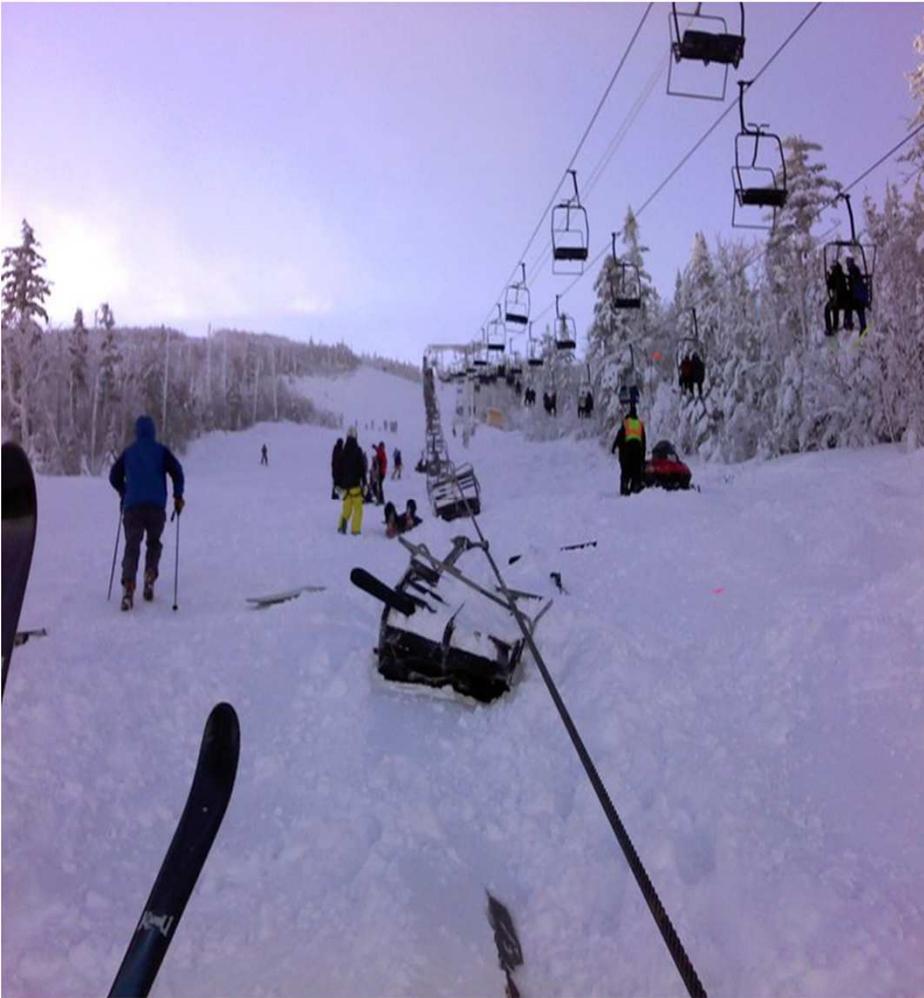
- 28 DEC 2010 – Sugarloaf Mt. Resort, rural western Maine
- Chairlift deropement – mechanical failure resulting in five chairs hitting the snow and the technical rescue of 150 other skiers from height
- Dozens of ski patrollers from Sugarloaf and first responders from the town
- Eight victims transported to hospital with two criticals to Portland, 2.5 hours away

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Lac-Mégantic Crude Oil Train Derailment

- 05 JUL 2013 - Lac-Mégantic, QC just across the border from Maine
- Train carrying 50,000 barrels of crude oil suffered a minor engineroom fire that ultimately disabled the braking systems and sent the unmanned train rolling down downhill at 65 mph before derailing in the densely populated downtown of Lac-Mégantic at 0115 in the morning
- Resulting explosions and fire killed 47, displaced 2,000 and destroyed half of the downtown area
- Forty-five Maine firefighters from seven departments were waved through the border crossing to spend the next 24 hours helping to fight the oil fire