**Returning Supplies and Equipment**

To avoid delays in refurbishment and reissuance of supplies and equipment, all items should be returned directly to the issuing Cache as soon as the need by the incident has passed. Please do not retain equipment and supplies for anticipated needs unless arrangements have been made and approved by the Fire Cache. Ongoing incidents should take advantage of cache delivery vehicles and back-haul supplies that are no longer needed or are in use. Advance notification of back-haul is required in order to insure sufficient staffing is on hand at the Cache to receive and process shipments.

Incident supply units will be responsible for returning all equipment and supplies or must furnish an explanation as to why it is not being returned. Additionally, all returned supplies and equipment need to be accompanied by a completed [Interagency Incident Waybill](file:///C%3A%5CDocuments%20and%20Settings%5Chrbasso%5CDesktop%5CLOG%20Drive%5CInventory%20Management%20Forms%5CWaybill.docx) and if applicable, the [Interagency Incident Waybill Continuation](file:///C%3A%5CDocuments%20and%20Settings%5Chrbasso%5CDesktop%5CLOG%20Drive%5CInventory%20Management%20Forms%5CWaybill%20Cont..docx) form. If permissible hazardous materials are included on any shipment, the hazardous materials declaration section of the waybill MUST be completed and signed.

**Trackable items**: Need to be returned to the Fire Cache as quickly as possible, absolutely no later than end of the incident. If trackable item(s) are lost or damaged, contact the Fire Cache immediately for instructions on appropriate action to be taken.

**Durable items**: Need to be returned in an orderly, systematic fashion. It is preferred that whenever possible, items be returned in original containers. Segregating supplies into pallets of Ready for Incident (RFI) and used/needing refurbishment (NRFI) is preferred for faster processing at the Cache.

**Consumable items:** Unused items may be returned to the Cache and the incident will receive credit. Partial boxes of consumables should be distributed to the hosting agency or district.

**Locally Purchased Items:** Should be returned to the cache if the items purchased are similar to items found in the NFES catalog. Locally purchased items that do not match item descriptions found in the catalog should be distributed to the local hosting agency or district. Contact the supporting cache for direction on questionable items.

**Allowable Hazmat for back-haul**: The Fire Cache will accept materials which have a hazardous classification, provided the following conditions have been met:

1. All items have been properly identified, packaged, and shipped in accordance with [49 CFR 171-180](http://ecfr.gpoaccess.gov/cgi/t/text/text-idx?c=ecfr&tpl=/ecfrbrowse/Title49/49cfrv2_02.tpl).
2. Items have an assigned NFES number, have not been used by the incident, and are still in their original unopened containers.
3. Items must have been originally shipped by a Fire Support Cache.

**Under no circumstance will fuel be transported to or from the Cache:** Please ensure all gas cans, powered equipment fuel tanks, and drip torches have been completely drained and air dried before transporting back to the Cache. Transport and disposal of petroleum fuels should be arranged through the local hosting agency. Refer to the [NISC Hazardous Material Shipping Guide](file:///G%3A%5CLogistics%20Thumb%20Drive%5CNFES%20CATALOG%5CHazmat%20Shipping%20Guide.pdf) found in the NFES Catalog for additional information.

**IT IS AGAINST THE LAW NOT TO NOTIFY THE CARRIER ABOUT HAZARDOUS MATERIALS BEING SHIPPED.**

**Cache Demobilization Specialist (CDSP):** There are many benefits to utilizing a demob specialist. Listed below are a few examples of how a CDSP can assist you and your incident. In the event that a CDSP is desired at an incident, ordering should be routed through the supporting cache rather than through dispatch. Utilizing the cache for ordering of a CDSP not only will benefit the incident, but also offers a greater service to the cache and other incidents after the ordering incident had been demobilized. Benefits of a CDSP include:

1. Provides a constructive liaison between the supply section and the supporting Supply Cache.
2. Improves the accountability system during the course of demobilization.
3. Provides a working liaison between the incident and the coordinating agency for proper disposition of locally purchased, rented, and leased equipment.
4. Provides guidance on proper documentation and ensures that copies are submitted to the appropriate sections and the supporting Supply Cache.
5. Ensures proper processing, packaging, and loading standards are met.
6. Ensures that personnel involved in the transportation of hazardous materials use uniform procedures regulated by [49 CFR 171-180](http://ecfr.gpoaccess.gov/cgi/t/text/text-idx?c=ecfr&tpl=/ecfrbrowse/Title49/49cfrv2_02.tpl).

**Common Transport Rules to Remember:**

1. It is best to transport empty fuel containers in an open-air, non-enclosed vehicle.
2. Only packaging described in [49 CFR](http://ecfr.gpoaccess.gov/cgi/t/text/text-idx?c=ecfr&tpl=/ecfrbrowse/Title49/49cfrv2_02.tpl) is to be used.
3. Package supplies and materials to prevent movement.
4. Ensure packaging is secured in transport vehicle to prevent movement.
5. No sharp projections within the cargo hold area of the transport vehicle.
6. Insure no risk exists for puncture, damage, and/or ignition.
7. Make sure that multiple classes of material may or may not be shipped together.
8. Load hazardous materials toward the rear of the transport vehicle.
9. Insure the total weight/volume of all hazardous material in transport vehicle does not exceed allowable limits for any one type.
10. Notify the driver of items being shipped.

Consult with the Fire Cache regarding hazardous material transportation to or from the Fire Cache. Remember, if you don’t know, ask.

**Specific Excerpts**

*Per 49 CFR 171.8, Hazardous material means a substance or material that the Secretary of Transportation has determined is capable of posing an unreasonable risk to health, safety, and property when transported in commerce, and has designated as hazardous under section 5103 of Federal hazardous materials transportation law (49 U.S.C. 5103). The term includes hazardous substances, hazardous wastes, marine pollutants, elevated temperature materials, materials designated as hazardous in the Hazardous Materials Table (see 49 CFR 172.101), and materials that meet the defining criteria for hazard classes and divisions in part 173 of subchapter C of this chapter.*

*Per 49 CFR 172.200, Shipping Papers (a) Description of hazardous materials required. Except as otherwise provided in this subpart, each person who offers a hazardous material for transportation shall describe the hazardous material on the shipping paper in the manner required by this subpart.*

*Per 49 CFR 172.300, Marking (a) Each person who offers a hazardous material for transportation shall mark each package, freight container, and transport vehicle containing the hazardous material in the manner required by this subpart.*

*Per 49 CFR 172.400, Labeling a) except as specified in §172.400a, each person who offers for transportation or transports a hazardous material in any of the following packages or containment devices, shall label the package or containment device with labels specified for the material in the §172.101*

*(1) A non-bulk package;*

*(2) A bulk packaging, other than a cargo tank, portable tank, or tank car, with a volumetric capacity of less than 18 m3 (640 cubic feet), unless placarded in accordance with subpart F of this part;*

*(3) A portable tank of less than 3785 L (1000 gallons) capacity, unless placarded in accordance with subpart F of this part;*

*(4) A DOT Specification 106 or 110 multi-unit tank car tank, unless placarded in accordance with subpart F of this part; and*

*(5) An overpack, freight container or unit load device, of less than 18 m3 (640 cubic feet), which contains a package for which labels are required, unless placarded or marked in accordance with §172.512 of this part.*

*Per 49 CFR 172.700, Training b) Scope, Training as used in this subpart means a systematic program that ensures a hazmat employee has familiarity with the general provisions of this subchapter, is able to recognize and identify hazardous materials, has knowledge of specific requirements of this subchapter applicable to functions performed by the employee, and has knowledge of emergency response information, self-protection measures and accident prevention methods and procedures (see §172.704).*

*Per 29 CFR 1910.1200, Hazard Communication (a) Purpose, (1) The purpose of this section is to ensure that the hazards of all chemicals produced or imported are evaluated, and that information concerning their hazards is transmitted to employers and employees. This transmittal of information is to be accomplished by means of comprehensive hazard communication programs, which are to include container labeling and other forms of warning, material safety data sheets and employee training.*