

25th Annual AAR/BOE Hazmat Seminar Workshops and Speakers

Workshop	Category	First	Last	Organization	Abstract
Anhydrous Ammonia – Taming The Tiger In The Tank	Chemical Specific	David	Binder	Tanner Industries, Inc	Get prepared to handle ammonia incidents from start to finish, beginning with an overview of anhydrous ammonia properties, rail car transportation containers, types of releases, trouble shooting incidents, and response recommendations. Lessons learned will be discussed through brief illustrations of case histories involving both stationary facilities and transportation incidents.
Biodiesel Transportation Safety	Chemical Specific	Ed	Patterson	Sunoco, Inc.	This presentation will answer the question “What is Biodiesel?” by reviewing product characteristics, rail and motor transportation of the product, and transportation emergencies that have occurred.
BOE Module: Bulk & Non-Bulk Packaging	BOE Modules	Paul	Draper	Bureau of Explosives	Function-specific training and testing required by Subpart H of 49 CFR Part 172.
BOE Module: Hazmat General Awareness	BOE Modules	Gino	Smith	Bureau of Explosives	General awareness training and testing required by Subpart H of 49 CFR Part 172.
BOE Module: Marking, Labeling, & Placarding	BOE Modules	Charlie	Hall	Bureau of Explosives	Function-specific training and testing required by Subpart H of 49 CFR Part 172.
BOE Module: Shipping Papers	BOE Modules	Gino	Smith	Bureau of Explosives	Function-specific training and testing required by Subpart H of 49 CFR Part 172.
BOE Module: Tank Car Loading & Unloading	BOE Modules	Lynn	Kerting	Bureau of Explosives	Function-specific training and testing required by Subpart H of 49 CFR Part 172.
Canada's Transportation of Dangerous Goods Regulations	Regulatory Emphasis	Donna	McLean	Transport Dangerous Goods	
Case Studies: Hydrochloric Acid NARs on the BNSF System	Non-Accident Release Reduction	Clay	Reid	BNSF Railway	Several hydrochloric acid (HCL) releases have occurred on the BNSF system over the past couple of years. All incidents were NARs due to liner failure. Many different lessons were learned, ranging from patching techniques to involvement (both positive and negative) with regulatory agencies, as well as understanding anhydrous chemical behavior and hazards opposed to that of solutions.
		Pat	Brady	BNSF Railway	
Case Study – Hurricane Alex and Kansas City Southern de México	Emergency Response	Marco	González	Kansas City Southern de México	Hurricane Alex occurred in 2010, causing six environmental incidents in five days and many other non-environmental incidents for Kansas City Southern de México (KCSM). This case study highlights extreme weather conditions experienced during an emergency response. The first week of this emergency had no civil protection, phones/mobiles, roads/airports closed, etc. Many KCSM first responders working in these incidents were full of uncertainty about their homes and families, yet remained working the emergency. The contributions of emergency response contractors Hulcher Services, Inc. and HESCA will also be highlighted.

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Case Study On the M/V MCP Altona	Knowledge Transfer	Robert	Blair	Transport Canada Surface Pacific	<p>In December 2010, the MCP Altona, a small container ship, was loaded with 24 sea containers of Uranium Yellowcake (UN2912). These containers were shipped by rail to the Port of Vancouver from Saskatoon, Saskatchewan. Between Midway Island and the Hawaiian Islands the ship encountered very heavy seas, during which the sea containers were heavily damaged or destroyed. The Altona eventually was able to make port in British Columbia and after assessment was docked in Vancouver for cleanup, which became North America's largest Uranium yellowcake cleanup, even surpassing the truck-train collision in North Dakota in 1984.</p> <p>The significance of this case study is to show the lessons learned from this rare event. These containers were shipped by rail so there is always a possibility of a rail incident, and these lessons provide valuable information for the first responder. This case study will demonstrate what went wrong and what went right. The Altona is a once-in-a-lifetime event that we may or may not ever see again. The cleanup process will be shown from start to finish.</p>
Case Study: Painesville, OH	Emergency Response	Paul	Nony	Center for Toxicology and Environmental Health, LLC	<p>In October, 2007, a train carrying denatured ethanol and other hazardous materials derailed and caught fire in Painesville, OH. The resulting emergency response included the mobilization of considerable resources to limit or contain potential offsite environmental impacts and to document airborne impacts of fire smoke and vapors. During the fire, environmental impacts were kept to a minimum while very low levels of fire smoke constituents were detected in residential areas downwind. Nevertheless, even before the four-day fire was contained, several lawsuits were filed alleging injuries and future health risks to Painesville residents due to chemical exposures from the fire. Throughout the litigation of these cases, the importance of high quality environmental data and documentation of offsite impacts was made clear as the true impacts to Painesville residents were evaluated. This presentation will detail the emergency response activities carried out in Painesville and demonstrate how the data collected on site contributed to a successful defense against unfounded litigation claims.</p>
		Paul	Kurzanski	CSX Transportation, Inc.	
		Romano	DeSimone	CSX Transportation, Inc.	
Chlorine Institute C-Kit Demonstration	Emergency Response	Shane	Fast	The Chlorine Institute	<p>The Chlorine Institute will perform a hands-on C-Kit demonstration, where participants will see the proper installation of the C-Kit as well as potential leak points and how to stop the leaks without using the kit. After the demonstration, participants will have the opportunity to install the kit under supervision of experienced professionals and ask questions.</p>
Chlorine Rail Safety & Field Transfer Techniques Overview	Chemical Specific	Shane	Fast	The Chlorine Institute	<p>Chlorine has unique properties and is important to the American and global economies. The Chlorine Institute established CHLOREP, a mutual aid network, to assist in or mitigate chlorine releases in transportation incidents. The Chlorine Institute has developed an effective means to hot-tap a breached chlorine tank car or tank truck, and has validated techniques for evacuating the vessel quickly. This presentation will provide an overview of the properties of chlorine, the activation and response capabilities of the CHLOREP network, and advanced tank car field transfer techniques.</p>
Here We Go	Knowledge Transfer	Tony	Bacino	MTBE Inc	<p>This session is for attendees that would like to learn about the basics of railroading, with a general focus on safe transportation for hazardous materials. We will provide an overview of all the rail operations for handling a shipment from release to transportation at a customer facility to delivery to the consignee. One particular area of concentration will be on the technology that runs the railroad behind the scenes. Caution will be exercised to keep the depth and terminology suitable to make this a session on "railroads for the non-railroader".</p>
		Ed	Chapman	BNSF Railway	
		Hank	Cox	Xcon3 Rail Industry Consulting	

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How To Use The DOT Hazmat Transportation Regulations	Knowledge Transfer	Al	Maty	Midland Rail Services, LLC	This session will cover the basics of how to use the DOT's Hazardous Materials Regulations pertaining to the classification, description, packaging, marking, labeling, placarding and preparation of shipping papers for a shipment of hazardous materials. The session will include an exercise in using the Regulations for the preparation of a hazmat shipment.
NAR Reduction Program	Non-Accident Release Reduction	James	Bolds	BOLDS and Associates, LLC	This is a presentation of the activity highlights of the North American Non-Accident Release (NAR) Reduction Task Force. The NAR Reduction Task Force is sponsored by the AAR Hazardous Materials (BOE) Committee, and is composed of four Teams: Communications, Hardware, Data, and Process. Highlights of the activities, dockets, and accomplishments of each team will be presented.
		Pat	Brady	BNSF Railway	
PHMSA Special Permits/Exceptions & FRA Movement Approvals/Special Approvals	Regulatory Emphasis	Bob	Centracco	USDOT, Federal Railroad Administration	Rail shippers have expressed confusion as to type of relief needed and the ability to differentiate between PHMSA and FRA coverage. This workshop presents the specifics and differences between each type of relief, with real world examples and considerations for decision making. The application processes for PHMSA Special Permits/Exceptions and FRA Movement Approvals/Special Approvals are also described.
Risk Communication Following a Chemical Release: Experience Gained for Future Events	Emergency Response	Susan	Shelnutt	Center for Toxicology and Environmental Health, LLC	Communicating with general public after a chemical release (often called "risk communication") is a vital component of emergency response. The public needs to know information important to health and safety and usually has questions regarding extent of chemical release and response efforts being conducted. Experience with previous chemical releases shows it helpful to have a risk communication team consisting of a toxicologist and other professionals experienced in communicating with stakeholders as part of the response. This team can rapidly develop a comprehensive communication plan tailored to chemicals involved in the incident, distill complex medical and scientific information into summaries appropriate for health professionals or general public, prepare daily or hourly information summaries of response work and environmental data, contact and educate local credible community groups about health effects of chemicals, and provide talking points to emergency response officials and responsible party. Examples of communication experiences from previous chemical releases will be discussed.
Security and the TIH Materials Rail Tank Car	Knowledge Transfer	Jack	Aherne	USDHS, Transportation Security Administration	The Department of Homeland Security (DHS) Transportation Security Administration (TSA) is responsible for the secure transportation of hazardous materials in the United States. TSA places particular emphasis on rail tank cars transporting toxic inhalation hazard (TIH) materials through highly populated areas as posing the greatest security vulnerability in the freight rail network. This session focuses on DHS's efforts to reduce the security risk of the freight rail transportation of TIH materials by reducing the rail tank car's vulnerability to attack and by reducing the consequences of such an attack. Both vulnerability and consequence are components of the transportation security risk equation. The session will include video presentations of the rail tank car weapons testing at the Aberdeen Proving Ground and the viability of modifying the tank to reduce the tank car's vulnerability to weapons attacks.
		Shannon B.	Fox, Ph.D.	USDHS, Chemical Security Analysis Center	The session will review the discrepancies of dispersion and consequence modeling, compare accidental releases to the modeled releases, discuss the Jack Rabbit chlorine and ammonia release testing program to include video presentations of the Jack Rabbit Field Trials, jointly sponsored by DHS S&T and TSA, and executed by DHS's Chemical Security Analysis Center (CSAC), and discuss ways this information can be used to improve the modeling of large TIH material releases in high population areas. These topics will be discussed within the context of improving emergency response and preparedness, and how the private sector, first responder groups and responsible government agencies can partner to improve the nation's ability to respond to large TIH material releases.

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Tank Car Issues & Hazmat Safety	Tank Car Emphasis	Matt	Forister	Association of American Railroads	This presentation focuses on three areas: AAR Tank Car Committee Activities, Hazardous Materials Regulations and Issues, and AAR Hazardous Materials (BOE) Committee Activities.
Tank Car Survivability Developments	Tank Car Emphasis	Pat	Student	Union Pacific	
The 2012 & Beyond Responder	Emergency Response	Forrest	Wieder	Security and Emergency Response Training Center	
The 3 C's of Incident Command ... Who's in Charge?	Emergency Response	Curtis	Myson	The Railway Association of Canada	This presentation focuses on three (3) C's of Incident Command: Communication, Coordination and Cooperation. Focus is centered on Who's in Charge and Who's in Charge of What at a Hazmat Incident. The presentation is a humorous, yet serious insight into how and why people react the way they do at a Dangerous Goods / Hazmat Transportation Incident Scene (derailment or Cargo Tank). Panel members (Transportation Officer, Fire Chief, EMT, News Reporter, ER Contractor and others) discuss their roles and responsibilities at the scene and why they are the most important at the scene. The audience is encouraged to participate in an engaging and interactive way. Discussions will include: ICS Characteristics, Communications skills and lessons learned from Kindergarden!
The Check Is In The Mail	Knowledge Transfer	Tony	Bacino	MTBE Inc	Product-specific emergency response information isn't always easy to comprehend, especially within time constraints at a drill or response event. The nature of the data can range from generalities to decimal point-specific values, but consistency doesn't always exist between sources. In addition, it is paramount that the incident command structure participants sufficiently understand the information and react to it accordingly. Examples from response events will illustrate the key learning points as we discuss utilizing reference resources, cross-checking data and "interpreting" the results for effective implementation.
		Ed	Chapman	BNSF Railway	
		Hank	Cox	Xcon3 Rail Industry Consulting	
Understanding & Using Hazardous Materials Data	Knowledge Transfer	Pat	Brady	BNSF Railway	This workshop will test your knowledge with a "Standardized Hazardous Materials Data Test". The test will be graded by all participants. Volunteers will be asked to provide the correct answer. The presenters will agree or disagree, and provide the background to the answer.
	Knowledge Transfer	Glenn	Millner	Center for Toxicology and Environmental Health, LLC	
	Knowledge Transfer	Pat	Student	Union Pacific	

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Understanding Tank Car Valves - Operating Principles & Leak Paths	Tank Car Emphasis	David	Clugg	Midland Manufacturing	Of course, all tank cars have valves, whether they are on top or on bottom; whether they are used for loading and unloading, or for safety relief. In order to gain knowledge of these valves for practical use purposes, and to know how to respond and work with the valves in an emergency situation, hands-on learning and experience is best. Problems or issues are much easier to understand when people have handled valves and can physically see the path product would take to atmosphere. This workshop involves an on-screen presentation combined with hands-on viewing of cut-a-way valves that are commonly seen in the rail industry. The overall goal of this workshop is to give first responders and personnel who work directly with tank car valves a better understanding of how each valve works through an "inside" view of the valve. Better understanding can help each person work more safely in any given situation.
US Regulatory Updates	Regulatory Emphasis	Kevin	Leary	USDOT, Pipeline and Hazardous Materials Safety Administration	This workshop will provide an overview of how the Hazardous Materials Regulations are changed and how you can provide input to the regulations. Recently proposed and finalized regulatory changes to the 49 CFR and their impact will also be discussed.
		Kevin	Blackwell	USDOT, Federal Railroad Administration	
Working with the Fire Department on a HAZMAT Emergency	Emergency Response	Sal	Scarpa	North Kansas City Fire Department	One of the most frequent response agencies to any significant train derailment is America's fire service. The fire service brings with it manpower, resources, and knowledge that can be beneficial during a significant HAZMAT derailment, and its response is certain in all significant derailments--likely preceding railroad response. But the fire service doesn't operate under the same mindset as the rail industry. They can bring a different set of objectives and concerns to the table and their approach to the incident may differ from that of the rail industry. Since their presence is almost guaranteed, it is mutually beneficial for the rail industry to gain insight into the fire service paradigm when responding to HAZMAT emergencies. This program is intended for rail industry officials and allied contractors at all levels, and will be augmented by frank discussion about truths, myths, and fallacies of working with the Fire Department on a HAZMAT derailment (or other significant HAZMAT emergency). Audience participation is encouraged in a dynamic effort to understand experiences encountered at actual incidents.