

U.S. DOT Pipeline and Hazardous Materials Safety Administration (PHMSA) Rail Update

Neal Suchak

Hazardous Materials Safety Assistance Team (HMSAT)

Wisconsin Freight Rail Conference
Madison, WI
November 12, 2019



PHMSA Responsibilities

Regulations

Special
Permits and
Approvals

Enforcement

Outreach and
Engagement



HM-251B

Hazardous Materials: Oil Spill Response Plans and Information Sharing for High-Hazard Flammable Trains (FAST Act)

- Mandated by the FAST Act
- Finalizes Notice of Proposed Rulemaking (NPRM) from 7/29/2016
- Published Thursday, February 28, 2019
- Effective Date: April 1, 2019
- Delayed Compliance Date: August 27, 2019



Final Rule Components

- Expand comprehensive oil spill response plans (COSRP) to an entire train consist
- Require railroads to share information about high-hazard flammable train operations with state and tribal emergency response
- Incorporate by reference an boiling point test RP 3000, "Classifying and Loading of Crude Oil into Rail Tank Cars"



Oil Spill Response Plans

- High Hazard Flammable Trains (HHFTs) carrying petroleum oil in 20 car blocks, or 35 cars across the entire consist must have comprehensive oil spill response plan
 - “Petroleum oil” means anything with 10% or more oil (i.e., ethanol or E95 not included)
 - Uses [OPA-90 list](#)



Oil Spill Response Plans

- Plans require that the rail operator have the means to deliver necessary resources to respond to the “worst-case” discharge within 12 hours.
 - Response should be IMMEDIATE
 - 12 hours refers to highway travel time assuming 35 mph, not “as the crow flies”
- Plans should incorporate Area Contingency Plans (ACPs) or Regional Contingency Plans (RCPs) to address specific sensitive areas (e.g., waterways) that already exist



Oil Spill Response Plans

- 16 Comprehensive Oil Spill response Plans Received (deadline was Aug 28, 2019, no delinquents)
 - 7 Class I
 - 8 Class II
 - 1 Class III
- PHMSA working with FRA to confirm if others needed



Notification Requirements

- Must notify SERCs and TERCs (or appropriate Tribal Emergency Contact) of:
 - Reasonable estimate of the number of HHFTs that the railroad expects to operate each week, through each county within the State or through each tribal jurisdiction
 - Routes that HHFTs will operate on
 - Description/Emergency Response Information of the hazardous materials being transported
 - HHFT point of contact within the railroad
 - Description of the response zone



Notification Requirements

- The Association of American Railroads (AAR) and American Short Line and Regional Railroads Association (ASLRRA) have petitioned PHMSA to address the lack of a TERCs list despite having the requirement in the rule
- PHMSA response is PENDING, however railroads are required to have a tribal point of contact for each jurisdiction they operate in



HM-264

Hazardous Materials: Liquefied Natural Gas by Rail

- Proposes the allowance of bulk, refrigerated LNG by rail in DOT-113C120W tank cars
- Currently, regulations do not permit bulk LNG transport by rail
- Based on Association of American Railroads (AAR) petition (P-1697)
- Published 10/24/19
- Comment period closes 12/23/19



QUESTIONS?



Contacts

Neal Suchak (HMSAT, Central Region)

202-839-0498

Neal.Suchak@dot.gov

Alexander Wolcott (HM-251B POC for Standards and
Rulemaking)

202-366-4003

Alexander.Wolcott@dot.gov

