

preparing communities for transportation incidents

WORKING TOGETHER TO ENHANCE RESILIENCY IN LAC-MÉGANTIC

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NEW YEAR NEW CHAIRMAN

I can still remember attending my first TRANSCAER® event as a young firefighter and hazardous materials technician. Wow, was it great training! We learned about air monitoring, personal protective equipment, hazard mitigation techniques, but best of all, we got to try our new skills hands-on. Years later, I more fully appreciate the pride that TRANSCAER® instructors have in their job and the commitment they demonstrate to both safety and education. So, I was excited to join the National TRANSCAER® Task Group (NTTG) several years ago and now I find myself honored and even more excited to serve as the next Chair of the National TRANSCAER® Task Group.

For over 30 years, TRANSCAER® has brought together community emergency responders and chemical manufacturers, transporters, distributors, and governmental agencies around a common mission of helping prepare emergency responders to safely and effectively respond to transportation emergencies. The TRANSCAER® team is comprised of dedicated and passionate volunteers who do the work and who pass along the knowledge and skills. They are the backbone of why TRANSCAER® has been making a difference for over 30 years. TRANSCAER® is a true partnership where private industries and public responders work hand-in-hand so that knowledge is shared, new skills are learned, and new and lasting relationships are made.

As I move into the Chair role, I want to thank Mr. Frank Reiner, the outgoing Chair, as well as all the past Chairs, for their pride in and commitment to helping keep responders prepared to respond safely and effectively when incidents occur. The new NTTG Executive Committee is committed to continuing the great work the entire TRANSCAER® team already does. However, we also realize that organizations must continuously improve to meet the needs of their customers, which for the TRANSCAER® team is the emergency responder. In closing, I am reminded of a quote from Walt Disney, "Whatever we accomplish belongs to our entire group, a tribute to our combined effort." That quote embodies the pride and commitment of every member of the TRANSCAER® Team and together we will continue to do great things.



KEITH SILVERMAN, PhD, MPH

Chairman of the National TRANSCAER® Task Group
Vice President, EHS,
Quality & Regulatory Affairs, Ashland
ksilverman@ashland.com



“Whatever we accomplish belongs to our entire group, a tribute to our combined effort.”

Walt Disney

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GET YOUR CHALLENGE COIN TODAY!

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WORKING TOGETHER TO ENHANCE RESILIENCY IN LAC-MÉGANTIC

ARTICLE BY SARAH MACFADYEN

TRANSCAER® HELD MORE THAN THREE DOZEN COLLABORATIVE training sessions across Canada this past year at the request of communities, first responders, and other partners. But no event had the same significance as the one held in Lac-Mégantic, Quebec.

A hundred and fifteen first responders from across Quebec and New Brunswick gathered in the town south-east of Montreal this past July to learn how to respond to a potential incident involving dangerous goods. Although

working with communities along transportation routes—like Lac-Mégantic—is what TRANSCAER® is all about, Kara Edwards of the Chemistry Industry Association of Canada (CIAC) and Canada's National TRANSCAER® Coordinator admits the three-day session in Lac-Mégantic was unique.

"Being invited into the community to hold this training, just about a week after the third anniversary of the tragic rail incident, and being so well received really shows a level of connection and trust," says Edwards.



*Firefighters and presenters pose for a photo in front of the CCPX 911 in Lac-Mégantic before heading indoors for classroom sessions to learn about several different products.
Photo by Jean-Pierre Couture, Railway Association of Canada*

The participants, including 22 members of Lac-Mégantic's Fire Department, were given classroom instruction on five products that travel through the area: ethanol, propane, sodium chlorate, sulphuric acid and styrene, as well as access to emergency response trailers that displayed the different equipment to be used for each product. First responders also had a chance to get some hands-on training with the help of TRANSCAER®'s Safety Training Tank Car (CCPX 911).

"The beautiful thing about CCPX 911 is that it has been modified to include all the different components that you would find on general service tank cars, as well as pressure cars," says Jean-Pierre Couture, the Railway Association of Canada's (RAC's) Transportation of Dangerous Goods Specialist. "It gives them a better idea, an appreciation, as to how the cars are made, what they do, and how they interact when you're loading, off-loading, or transporting dangerous goods."

For Lac-Mégantic's Fire Chief, Denis Lauzon, the training was an opportunity for members of his fire department to learn more about the products that travel through their community, information he says could make all the difference during an incident involving dangerous goods.

"Sometimes it is life or death. You won't send firemen into something that you don't know about," explains Lauzon. "We were able to talk about products that pass through our territory and have a better idea of what type of equipment →

“Sometimes it is life or death. You won't send firemen into something that you don't know about...”

**Denis Lauzon, Fire Chief,
Lac-Mégantic Fire Department**

we need, what type of foam we need, and how we would behave if we have a fire or an incident."

Hosted by TRANSCAER®'s partners, CIAC and RAC, with the support and participation of various chemical producers, railways, Emergency Response Assistance Canada, Transport Canada, and the emergency response contractor for the region, the three days didn't just provide first responders with useful information and training. It was also an opportunity to forge relationships that can be critical to effectively dealing with an incident.

"Now I know if there's an event, there are people that will come and back you up, to help you go through it," says Lauzon. "Before we didn't know who was responding, who was coming, but now, after the training session, we know that we have backups that can come from the railway, the industries, or from a contractor."

The TRANSCAER® event in Lac-Mégantic brought together everyone who has a stake in ensuring the safe transportation of dangerous goods along Quebec's transportation corridors, from chemical producers to the railways to local first responders, and that is what Couture says helped to make the training session special.

"I've been doing TRANSCAER® sessions for the last 25 years or so, and this was probably the greatest event that took place because of the camaraderie and the willingness of the railways, not only the Central Maine & Quebec Railway, but also partners like CN, Genesee & Wyoming, the CIAC and other associations that were part of this event, to work together," says Couture. "It's not a one-man show. This was the success of a team that really pulled together to make it work." ■

Sarah MacFadyen is an Ottawa-based writer and communications consultant.



Luc Robitaille, VP Responsible Care at CIAC and Denis Lauzon, Fire Chief of Lac-Mégantic welcome participants from Quebec and New Brunswick to the full-day of classroom and hands-on training. Photo: Kara Edwards, CIAC



Yves Hamel, CN Dangerous Goods Officer, inside the CCPX 911 explaining the different components and safety features of tank cars to firefighters from Lac-Mégantic. Photo: Kara Edwards, CIAC

Organizers and presenters from multiple sponsoring organizations pose with Denis Lauzon, Fire Chief of Lac-Mégantic, as day three of the successful outreach event wraps up.

Photo by Benoit Laroche, École nationale des pompiers du Québec



2017 WEST COAST FLAMMABLE LIQUIDS BY RAIL TRAINING TOUR



BNSF Railway, Union Pacific Railway and Shell Oil Company in conjunction with **TRANSCAER**® (Transportation Community Awareness and Emergency Response) offers a **FREE** Flammable Liquids by Rail familiarization course for Community Emergency Responders. The course is taught by leading Rail and Oil Industry Emergency Response personnel. The class will familiarize Community First Responders with Flammable Liquids that are commonly transported by rail (including Petroleum, Crude Oil and Ethanol), their transport containers and how to handle rail incidents involving these materials. This 6 hour course (from 09:00 -15:00) consists of classroom instruction and hands on training/demonstrations with rail tank cars, valves and construction.

★ Schedule	📍 Location	✉ Event Coordinator/Contact
February 14, 15, 16	Commerce, CA	James Farner - james.farner@bnsf.com
February 28, March 1, 2	Richmond, CA	James Farner - james.farner@bnsf.com
March 13	Klamath Falls, OR	Justin Piper - justin.piper@bnsf.com
March 16, 17	Bend, OR	Justin Piper - justin.piper@bnsf.com
May 9, 10	Pasco, WA	Justin Piper - justin.piper@bnsf.com
May 16, 17	Vancouver, WA	Justin Piper - justin.piper@bnsf.com
May 23, 24	Everett, WA	Justin Piper - justin.piper@bnsf.com
May 30, 31	Mount Vernon, WA	Justin Piper - justin.piper@bnsf.com
June 6, 7	Bellingham, WA	Justin Piper - justin.piper@bnsf.com

HANDS-ON WORKSHOP is conducted using railroad specific training tank cars, including the newest DOT 117 Tank Car for Flammable Liquids. This training focuses on familiarization with various valves and fittings on pressure and general service tank cars. While the focus of the class will be on flammable liquids, additional instruction will be provided on general railroad hazardous materials awareness and response.

PERSONAL PROTECTIVE EQUIPMENT required for hands-on workshop. Solid shoes, preferably high top boots are recommended and full length pants are required. Gloves are optional, but recommended. Depending on the location of the training equipment in a railyard facility, hard hats and safe glasses may be required.

- TOPICS**
- » Tank Car Construction and Safety Features
 - » Railroad Incident Response and Assessment
 - » Flammable Liquid Properties and Response Considerations
 - » Response Equipment and Tactics for Flammable Liquids
 - » Railcar Valves and Fittings
 - » Locomotive Hazards

****Lunch will be provided at each location**

REGISTRATION & LOCATION DETAILS

www.TRANSCAER.com/events » For specific questions, contact the site coordinator listed above



BLAST FROM THE PAST



The BNSF Hazmat Team had a variety of scenic locations in which to provide training. Between stops as the training tank car was relocated occasionally it provided a different view for the training staff. Photo: Ed Chapman

TRANSCAER®

ARTICLE & PHOTOS BY BROCK LOWMAN
& ED CHAPMAN, BNSF Railway (Retired)

from the REAR VIEW MIRROR

Two Retired Railroaders Recall TRANSCAER®'s First Thirty Years



The centerpiece of BNSF's hazmat training props (ca. 1999) between classes in Rancho Cucamonga, CA. Note the added end door that made for easier entry. Photo: Brock Lowman

Back to the Future:

Community emergency responder outreach is a given today. But almost thirty years ago that wasn't the case. After a short time of preparation, though, the two Santa Fe hazmat guys hit the training trail. May 1988 marked the debut of Santa Fe Railway's community emergency responder outreach programs in Fountain, CO. Amoco's training tank car was the first demonstration / training car to hit the rails. The three railroads (Santa Fe, Burlington Northern and Rio Grande) provided instructors and a slide show for the classroom portion. A modest article appeared in the local newspaper. Admittedly Santa Fe wasn't an immediate joiner in the TRANSCAER® initiative. Initially we felt content to conduct our awareness programs and work primarily on an on-call basis and with

the training cars from Amoco and Chevron. Eventually we realized that there was much to be gained by participating in the nationwide coordinated training effort that was already doing great things under the TRANSCAER® banner.

Locomotion:

Regardless of where the TRANSCAER® HAZMAT training programs were presented, the favorite display was the locomotive. Providing a good tour of the locomotive wasn't without some tactical concerns due to the small spaces for viewing, especially in the cab. It was common practice to downsize and split groups into four or five responders at a time to view the somewhat confined interior of a locomotive cab. On several occasions we hosted extrication drills to better familiarize responders with working an event in the cab.

Time allocations for that portion of the rotations were seldom sufficient as questions abounded, especially for Engineer Ed. Although seemingly burdensome to delay the rotations, visiting the



A fitting combination of events often found hazmat drills and extrication simulations. These drew in a response for emergency medical technicians and a bit more complexity for the incident command team. A combined contingent of Newton, KS responders practices removal of a crew member from a locomotive cab. Photo: Brock Lowman

locomotive cab prompted responders to open up and engage the hosts in discussions about emergency response as well as many aspects of the rail industry. Suddenly there was great communication!

If training was not on an organized tour, it was typical to be without an assigned locomotive. If locomotive supply was tight, we had to deviate from the accepted protocol. We did all we could to get the students to be interactive.

The Curriculum:

In the early years it was common to have TRANSCAER® training events that included shippers and regulatory agencies in addition to the rail carriers. It made quite an impression on the audience to know that the hazmat training was broadly based. Jokingly we used to say that it was just checks and balances. But conducting programs with others outside the rail industry also offered new opportunities to make friends and enjoy socializing when the training day was done.

Our classroom programs were initially very simple with topics addressing how a railroad operated and the basics of tank cars. The pictures were slide transparencies a la Kodak so we traveled with a tray and a projector. As audience interest evolved, we added topics such as locomotives, placarding and emergency response protocols. With the advent of PowerPoint and all its nifty graphic effects, we made the conversion from slides to digital and ramped up the overall quality. It's hard to recall those early days now, but initially we didn't include photos of derailments.

Continued on page 53 →



Even the simplest of details were practiced during drills. Responders were always encouraged to use a ladder to gain access to the top of a tank car, and could practice this in a TRANSCAER® drill. Photo: Brock Lowman

Practice makes perfect! That's teamwork in action on a simulated LPG leak on top of the training tank car.

Photo: Brock Lowman



BNSF's Pat Brady demonstrates the fine points of a pressure tank car gaging rod. Through the use of air and water on the training cars, responders can better visualize what types of leaks they could be faced with.

Photo: Brock Lowman



COMING TO TOWN NEAR YOU:

PREPARING FOR THE NEXT HAZMAT ACCIDENT FIRE CHIEF TOUTS TRANSCAER® TRAINING

Bill Offerman, along with New Jersey's TRANSCAER® State Team Members, Sam Simon of Dow and Mike Stephenson of Benjamin Moore & Company, provides opening remarks during last year's Northeast Dow Tour in Newark, NJ.

BY BILL OFFERMAN, National Volunteer Fire Council, Elwood Fire Protection District, National TRANSCAER® Task Group Member
Photos by Donna L. Lepik, American Chemistry

SEPTEMBER IS NATIONAL PREPAREDNESS Month, which means a lot of different things depending on who you talk to. For many communities and emergency responders, a critical part of being prepared is being ready to respond to an incident involving hazardous materials. As we have seen with several high profile incidents over this past year, being prepared for these types of disasters is extremely important to protecting your community.

For me, every day is about helping people be prepared. Over the past year I have had the pleasure of representing the National Volunteer Fire Council (NVFC) on the National TRANSCAER® Task Group (NTTG). TRANSCAER® (Transportation Community Awareness and Emergency Response) is a national outreach effort that focuses on assisting communities to prepare for and respond to a possible hazardous material transportation incident.

TRANSCAER® members, including companies that manufacture, distribute, store, and transport hazardous materials, provide free training to emergency responders all across the country. The NVFC, which represents the nation's volunteer fire, EMS, and rescue services, routinely hears from our members that they need better access to training. So the partnership between TRANSCAER® and the NVFC is direct and intuitive: they put on training events and we promote the events to the volunteer fire and emergency services.

Anyone in the fire service who is not familiar with

TRANSCAER® should be. TRANSCAER® resources, available at no charge to emergency services personnel, include classroom and hands-on training, emergency planning assistance, support for community drills and exercises, technical information, reference and training materials, and national conferences and workshops for sharing best practices and networking.

This past year TRANSCAER® celebrated its 30th anniversary. To recognize this milestone, TRANSCAER® held hundreds of training events on a variety of topics, such as tank car awareness, advanced tank car specialization, rail safety and hazmat emergency response, ethanol response training, railway crude by rail response, chlorine emergency response, fire considerations and foam tactics for rail emergency response, and methanol safe handling.

I was fortunate to be able to attend one of the events in Newark, NJ, held as part of the Dow Chemical North East TRANSCAER® Training Tour last year. Responders were trained using the new API/Association of American Railroad's Crude by Rail Safety program, which deals with railcar and locomotive anatomy, chlorine emergencies, Indian Springs A, B, C Capping Kits, Midland Capping Kit, hand-on leak mitigation, and tank truck emergencies.

TRANSCAER®'s goal is to provide improved community awareness and emergency preparedness along highly hazardous chemical transportation routes by providing communities with enhanced outreach, education, and training in coordination with national, regional, and state TRANSCAER® programs.

The amount of hazardous materials being



NVFC's Bill Offerman tours Security and Emergency Response Training Center (SERTC) in Pueblo, CO.

produced and transported throughout the country has increased dramatically in recent decades. Since 2008, NFPA 1001: Standard for Fire Fighter Professional Qualifications has included hazmat awareness and operations training. Increasingly, hazardous materials emergency response is becoming a core service provided by fire departments. This presents a number of challenges, particularly in rural areas where resources are scarce and advanced or specialized training can be difficult to access. By utilizing TRANSCAER® resources, fire departments can train and prepare their members to deal with critical hazardous materials threats facing their community at no cost to the agency.

Do yourself and your community a favor and go to www.transcaer.com/events to register for a TRANSCAER® training event near you. ■



Bill E. Offerman joined the fire service in 1981 and is employed by Elwood Fire Protection District, where he has served as fire chief since 1996. Bill is a director with the Illinois Firefighters Association, serves as Illinois Director for the National Volunteer Fire Council and works with the National

TRANSCAER® Task Group. In addition, he has served as Elwood's mayor since 2009. He has served with the Will County Board of Health and worked as an adjunct professor for Loyola University. Bill holds a master of science degree in public safety administration.

IN MEMORIAM

IN CELEBRATION OF
ANGELO BOCCANFUSO



Always in great spirits, Angelo Boccanfuso proudly displays his newly purchased Texan cowboy hat during the HOTZONE HazMat Conference on October 18, 2014 in Houston, TX.



Diego N. Gotelli, Buenos Aires, Argentina Emergencias Químicas Ciquime; Angelo Boccanfuso, CANUTEC; Juan Carlos Rios, Chilean CITUC Emergency Center; and Randy Speight, CHEMTREC®/American Chemistry Council (retired) in an conference together November 2014 in Santiago, Chile.



Angelo Boccanfuso and Donna Lepik, American Chemistry Council/TRANSCAER® grabbing a bite and lots of laughs during the annual LableMaster Annual Dangerous Goods Symposium on August 23, 2013 in Louisville, KY.

ANGELO BOCCANFUSO

Director, Transport Canada/CANUTEC
Emergency Centre in Ottawa

MAY 12, 1962 – NOVEMBER 3, 2016
Montreal, Canada

It is with great sadness we announce the passing of Angelo Boccanfuso on November 3, 2016. Beloved husband to Jasmine and father of Antonio and Alessandro, he leaves behind his parents, Antonio and Anna Boccanfuso as well as his brother Phil (Roxanne) and sister Connie (Luciano). He will be missed by all, including his nieces and nephews, cousins and friends and colleagues.

2016 NATIONAL TRANSCAER® AWARDS PROGRAM

MORE 2016 NATIONAL
TRANSCAER® AWARDS
ANNOUNCED IN THE
2017 SUMMER ISSUE
OF TRANSCAER®
TODAY MAGAZINE

STAY TUNED.

2016 TRANSCAER® Distinguished Service Award

DAVE BUCCOLO

GENERAL MANAGER (RETIRED), CENTRAL CALIFORNIA TRACTION COMPANY, STOCKTON, CA



Dave Buccolo (holding award), 2016 TRANSCAER® Distinguished Service Award Recipient with National TRANSCAER® Task Group Past Chair, Ed Chapman, BNSF (Retired). Photo by Charlie Wright, Union Pacific Railroad (Retired)

■ WAS AT THE CONTINUING CHALLENGE HAZMAT WORKSHOP, which is the largest hazmat workshop on the West Coast, to do a hazmat presentation to represent TRANSCAER®, and to receive an award for being at the Workshop every year for the past 12 years with Union Pacific Railroad, BNSF, Central California Traction, Dow Chemical and the Chlorine Institute sending training cars and trains to the event where TRANSCAER® presented and trained over 3,000 first responders in the past 10 years. The Challenge organizers wanted to honor TRANSCAER® on its 30th anniversary with an award. So Scott Etzel, Dow Chemical and California state coordinator, Ed Chapman, past chairman, and I, the West Coast regional coordinator for TRANSCAER®, were to receive the award at the opening ceremonies.

Once the award was presented to Scott, Ed, and me, Ed was planning to make a short TRANSCAER® presentation. Instead, to my surprise he was announcing the TRANSCAER® Distinguished Service Award for 2016 for my almost 30 years involvement in TRANSCAER®. To say the least, I was very surprised and almost speechless, which is rare for me, but very appreciative of the honor from TRANSCAER® in front of one of the largest groups of first responders from around the country and overseas. Many of the friends in the first response community that I have made over the years, teaching and putting on TRANSCAER® events in California and the west, were there. I again want to thank the CCT board for all their support over these last 12 years to allow me to be the West Coast regional coordinator and TRANSCAER® liaison to the American Short Line and Regional Railroad Association and to go to all the hazmat events and to teach safe hazmat and rail operations to first responders. This has always been one of my passions along with making the CCT the Best Railroad I could.

THANKS, Dave Buccolo, Retired. ■

DAVE BUCCOLO – Distinguished Service Award

BY ED CHAPMAN, NTTG Past Chairman, BNSF Railway, Retired



Dave Buccolo doing what he loves most – training responders on all things hazmat.



Dave Buccolo promoting the TRANSCAER® anhydrous ammonia training DVD during an American Short Line and Regional Railroad Association meeting.

IT WAS MY PRIVILEGE TO HONOR DAVE BUCCOLO, recently retired General Manager of the Central California Traction Company in Stockton CA, with a TRANSCAER® Distinguished Service Award. The ceremony was conducted at The Continuing Challenge Hazmat Workshop on September 7. The award is presented only when merited by exceptional service to the public in a TRANSCAER® capacity. Such performance must be clearly exceptional and well above and beyond typical TRANSCAER® activities.

Dave has participated in TRANSCAER® for almost all of its 30 years. He has previously received the TRANSCAER® Chairman's Award and multiple Regional TRANSCAER® awards. In fact, he was a part of the first TRANSCAER® effort

ever which involved the Union Pacific Railroad and The DOW Chemical Company in a Texas chemical corridor. Later in 2003 he served as the Kansas Coordinator. While working for a short line railroad, he built the first training trailer for use by the American Short Line and Regional Railroad Association (ASLRRRA) members. His commitment to safety has resulted in his continued activity on the ASLRRRA safety committee. In 2008 Dave joined the National TRANSCAER® Task Group and its Executive Committee. More recently Dave created a hazmat training train complete with hands-on exhibits and a caboose repurposed as a classroom. It has been used extensively in central California to aid in first responder training sessions.

We call Dave a “boomer” in the rail industry, which might seem a bit confusing for a guy that provides hazmat training! So not to size up Dave as a DOT Class 1 Explosive, let's just state that his career moved him around the country. Initially he hired out on an eastern railroad for the summer of '69 to earn funds for college. Now some 43 years of rail industry service later, we can track him through Union Pacific and its predecessor companies for 24 years and another 19 years in the short line and regional railroad business. His career included working in such exotic sounding locations such as Whiskey Island, Palestine, and Green River.

On the personal side of things, Dave has been married to his wife Marie for 44 great years and can boast to have three children and three grandchildren. Now that he's retired (an October 31 trick-or-treat day for him) his spare time still goes to cooking great BBQ on his BBQ cooking rig and competing in both BBQ and chili cook-offs. Around home he enjoys preparing Italian, seafood, Cajun and making his wonderful homemade hot salsa (most ingredients are home-grown).

With Dave's exceptionally long-term involvement in TRANSCAER® activities and his ever-present enthusiasm with that “get'er done” attitude, he's a very worthy recipient of the Distinguished Service Award. ■

2016 TRANSCAER® Chairman's Award

ED CHAPMAN RECOGNIZED WITH 2016 TRANSCAER® CHAIRMAN'S AWARD

ARTICLE BY FRANK REINER, Past Chairman, National TRANSCAER® Task Group Executive Committee

Photos by Donna L. Lepik, American Chemistry Council/TRANSCAER®



TRANSCAER® Chairman's Award recipient, Ed Chapman during a break from his active role on the Transportation Research Board's Committee for a Study of Domestic Transportation of Petroleum, Natural Gas, and Ethanol last December in Washington, DC.

NATIONAL TRANSCAER® TASK GROUP CHAIR, FRANK REINER, presented the TRANSCAER® Chairman's Award to Edward R. Chapman, retired director of hazardous materials with the Burlington Northern Santa Fe Railway (BNSF).

Ed was selected to receive the award because of his long-term commitment and effort in carrying

out the mission of the TRANSCAER® initiative. He spent 37 years with the BNSF prior to retiring in 2015. During that time Ed led BNSF's efforts to reduce both railroad and shipper-caused product releases. Ed was a hazmat responder beginning in 1988. In 2014, he was recognized by the Association of American Railroads for his long-term work in improving hazardous material



TRANSCAER's Chairman Frank Reiner presenting the TRANSCAER® Chairman's Award to Ed Chapman during the TRB Committee for a Study of Domestic Transportation of Petroleum Natural Gas and Ethanol in Washington, DC.

safety when he was presented with the Holden-Proefrock Award.

Ed has long worked as a TRANSCAER® volunteer and participated in his company's outreach to local responders, helping them to prepare for a hazardous materials emergency. In 2013 and 2014, he served as Chair of the National TRANSCAER® Task Group. In this role Ed helped guide the development of new commodity specific training modules. His passion for the work of the program never waned. In fact, he continued to serve on the TRANSCAER® National Task Group Executive Committee two years after he retired from BNSF.

To demonstrate his dedication even further, Ed still continues to serve as a rail and response expert on a Transportation Research Board Committee, looking into issues including response associated with the domestic shipment of petroleum, natural gas and ethanol.

The many thousands of responders he has touched personally or through programs he helped developed would agree this recognition is well-earned. ■

The Continuing Challenge Hazmat Workshop Recognizes TRANSCAER® for 30 Years of Service

ARTICLE BY ED CHAPMAN, NTTG Past Chairman, BNSF Railway (Retired)



Dow's Scott Etzel, California TRANSCAER® state co-coordinator, and Central California Traction Company's Dave Buccolo, TRANSCAER® regional coordinator (retired). Photo by Charlie Wright, Union Pacific Railroad (Retired)

THE 27TH ANNUAL GATHERING FOR HAZMAT RESPONDER TRAINING at The Continuing Challenge Hazmat Workshop in Sacramento, CA in September included recognition of TRANSCAER®. At the opening ceremony, the Workshop's Operations Manager Bob Hamilton presented an award to TRANSCAER® Team Members recognizing its thirty years of service to emergency responders and preparedness planning. He noted our similar missions of providing safe response training for all emergency responders to hazardous materials incidents.

Accepting the award for TRANSCAER® were Scott Etzel, California state co-coordinator, and Dave Buccolo, regional coordinator. Dave spoke on behalf of TRANSCAER® and cited some of the great partnerships that had developed across the years and the benefits of working together with responders to share knowledge in advance of incidents.

Rail hazmat training has been a staple at The Continuing Challenge through the years and has included both workshops and hands-on training on rail equipment. It is an honor to have been recognized for providing rail-centric hazmat training for attending responders. We certainly plan on continued TRANSCAER® training at future Continuing Challenge Workshops and hope to add to bright spots for the Golden State. ■

THE TRANSCAER® AWARDS PROGRAM

The TRANSCAER® awards program is designed to:

- ★ Recognize the achievements of individuals, companies, and organizations which have gone beyond the normal call of duty to advocate, demonstrate, and implement the principles of TRANSCAER®
- ★ Enhance the public recognition of TRANSCAER® and
- ★ Increase participation in the initiative.

Timetable for 2016 Awards Implementation

Action	Timeframe
Disseminate award forms/packages	Forms are online - accessible anytime
Closing/deadline for award nominations	February 24, 2017
Distribute to awards committee for review	Week of February 27 to March 3, 2017
Awards committee review. Recipients selected	Week of March 6-10, 2017
Notify recipients. Announce recipients	April 19, 2017
Coordinate award presentations	At the recipients discretion

FOR MORE INFORMATION

about the TRANSCAER® Awards Program visit [TRANSCAER® Awards](#).

TRANSCAER® LNG TRAINING OFFERED THANKS TO FRA GRANT

FLORIDA PREPARES FOR LNG EXPANSION



New Fortress Energy LNG Facility located in southern Florida.

ARTICLE BY PAUL WOTHERSPOON,
TRANSCAER® State Coordinator,
Florida Division of Emergency Management

Photos by Manny Cela, South Florida Local
Emergency Planning Committee

A **SURGE IN THE AVAILABILITY** and use of Liquefied Natural Gas (LNG) has prompted Florida first responders to reevaluate emergency response training priorities. Six liquefaction facilities built or under construction, a class II railroad shifting to hybrid diesel/LNG locomotives and approval of LNG exports are good reasons to train Florida first responders in LNG properties and response techniques.

Fortunately, TRANSCAER® is alive and well in the Sunshine State! Over 1,000 responders receive training through TRANSCAER® initiatives in Florida

each year. And 2017 portends to be no different, and in fact, will see a significant uptick in activity.

Through the cooperative effort of TRANSCAER® and the United States Department of Transportation Federal Railroad Administration (FRA), Florida will receive \$20,000 in grant funds to help train local first responders on LNG properties and firefighting during the first half of 2017.

Awareness and operation-level training will be conducted at six different locations to correspond with the anticipated increase in LNG port traffic and the liquefaction facility locations. Awareness-level training consists of six hours of classroom instruction providing basic properties, initial site assessment, personal protection equipment, general safety, and initial actions such as containment and evacuation/shelter in place. The operations-level instruction is a full two-day course which consists of the same awareness-level training and includes firefighting techniques and hands-on response training.

There are presently six gas liquefaction facilities either operational or under construction in Florida. One of the facilities under construction is located in the Port of Jacksonville, and will become the first, and currently only, maritime LNG refueling station on the United States East Coast.

Until this facility is completely operational, the four LNG fueled cargo ships calling Jacksonville home will require refueling by tanker truck. Each refueling requires 24 tanker trucks traveling from Georgia to the port of Jacksonville. That's a lot of LNG tank truck miles! Lightering operations by tank barge will begin to shift from heavier oil to LNG as many of the ships recently constructed, currently planned, or under construction will be powered by LNG hybrids.

Since the U.S. is now a net exporter of LNG, Florida's major seaports, Miami, Jacksonville, Port Everglades, Port Canaveral and Tampa are positioned to begin seeing increased LNG traffic for fueling and export. In fact, LNG is already being



exported to the Caribbean from the operational liquefaction facility located in South Florida through the Port of Miami via ISO containers.

Florida East Coast Railway, a Class II railroad operating on 628 miles of primary and secondary track along the East Coast of Florida from Jacksonville to Miami, began operating diesel/liquefied natural gas hybrid locomotives along these tracks in 2016.

Alaska Railroad has already received approval for bulk shipment of LNG by rail, so it won't be long before other railroads request permission for LNG transport.

Thanks to the efforts of TRANSCAER® and the FRA, Florida first responders will be well prepared to respond to and mitigate LNG incidents should they occur. ■



Top to bottom: Florida East Coast Railroad Hybrid Locomotive; Loading LNG into ISO container for export; Filling ISO Container for Export.

RFA DEVELOPS NEW ONLINE TRAINING SOURCE

ARTICLE AND PHOTO BY MISSY RUFF, Renewable Fuels Association

AMERICA'S ETHANOL INDUSTRY CONTINUES to deliver on the promise to make safety a top priority. This promise extends past the biorefinery gates to all who transport and handle ethanol, which includes our emergency response community. It is important that those responsible for the safety of their communities are well prepared and trained to respond to ethanol-related emergencies.

Safety remains one of the Renewable Fuels Association's (RFA) top priorities. Through TRANSCAER® and the Ethanol Emergency Response Coalition (EERC), RFA has expanded on its method of delivering ethanol safety training to emergency responders by adding a new online version of its Ethanol Emergency Response course.

Since December 2010, RFA and TRANSCAER® have hosted more than 185 ethanol safety seminars in 34 states, training emergency responders how to properly respond to ethanol incidents. Three years ago, a Train the Trainer – Ethanol Emergency Response course was developed, which is a pay-it-forward type of program. A single webinar can train a group of individuals, who can then turn around and share that information, equipping entire communities with the knowledge necessary to respond to any potential ethanol-related emergency.

There is still a need to reach the masses with ethanol emergency response training, so under the United States Department of Transportation's Pipeline and Hazardous Materials Safety Administration's (USDOT/PHMSA) Assistance for Local Emergency Response Training (ALERT) grant



The newly created Ethanol Emergency Response online training course debuts.

received by RFA and the International Association of Fire Chiefs (IAFC), the new Ethanol Emergency Response online training course was developed.

This newly condensed two-hour training course, offered in partnership with IAFC, covers updated content from the TRANSCAER® branded "Training Guide to Ethanol Emergency Response." Upon completion of the course, participants will receive a certificate of completion and have knowledge related to ethanol and ethanol-blended fuel, including the use, chemical and physical characteristics, transportation modes, transfer

operations, basics of foam, suggested responder tactics and strategies and environmental issues.

This new online training is targeted towards emergency responders, but is open to anyone with interest in ethanol emergency response. The training can be found on IAFC Academy's website <https://learn.iafcacademy.org/#/courses/course/3e219760-d80a-4e41-b29c-fc67d9d9f813>. ■

FOR MORE INFORMATION

on the EERC and the training being offered, visit www.EthanolResponse.com.



2016 & BEYOND

BY MISSY RUFF, Renewable Fuels Association

THE RENEWABLE FUELS ASSOCIATION (RFA) in conjunction with TRANSCAER® continues its efforts in training emergency responders on how to properly respond to ethanol emergencies to keep them and their communities safe.

In 2016 through TRANSCAER®, RFA held 20 ethanol safety seminars and five Train the Trainer - Ethanol Emergency Response webinars/seminars in Ohio, Virginia, Wisconsin, Nebraska, Delaware, New Jersey, Connecticut, Illinois, Florida, Alabama and Minnesota.

RFA was awarded a 2016-2017 FRA/TRANSCAER® grant for \$35,000, which will allow RFA to conduct 10 additional ethanol safety seminars in Montana and Utah cities. The grant also allows RFA to conduct four Train the Trainer webinars, and includes the DVD duplication of 25,000 of the newly updated

TRANSCAER®/RFA Training Guide to Ethanol Emergency Response.

RFA is working on additional opportunities and has aggressive goals for 2017. RFA will continue to push to bring its training program to all 50 states. The states remaining are: Arkansas, Colorado, Hawaii, Kentucky, Louisiana, Maine, Mississippi, Nevada, New Hampshire, New York, Rhode Island, South Dakota, Vermont, West Virginia, and Wyoming. ■

FOR MORE INFORMATION

about RFA and the 2017 training schedule contact Missy Ruff, RFA at Safety@EthanolRFA.org.

AHORA EN ESPAÑOL

TRANSCAER® ANHYDROUS AMMONIA TRAINING TRANSLATED TO SPANISH

ARTICLE AND PHOTO BY DONNA L. LEPIK,
American Chemistry Council/TRANSCAER®



TRANSCAER® WOULD LIKE TO THANK MR. DIEGO GOTELLI, MR. FABRICIO IGLESIAS AND MS. CECILIA SZYMCAK from the Chemistry Information Center for Emergencies (CIQUIME) of Argentina for their generous collaboration in the translation of the TRANSCAER® Anhydrous Ammonia training package into Spanish.

If you would like to receive a **FREE** copy of this training DVD, please send your request, including proper mailing information to: dlepik@transcaer.com. ■

TO CONNECT WITH DIEGO AND HIS TEAM:

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Juan B. Alberdi 2986
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MILLINGTON FIRE DEPARTMENT

ACQUIRES TRANSCAER® ASSET FROM CHEMOURS/CN RAILROAD

BY BILL BURKE, Chemours



AN INQUIRY FROM MILLINGTON, TN Fire Chief Gary Graves to Chemours-Memphis, TN Fire Chief Bill Burke resulted in the donation and placement of an out-of-service railroad tank car to the Millington Fire Department Training Center.

The railcar had been in service at the Chemours Memphis Plant (formerly DuPont) for a number of years to transfer wash water to a treatment facility on site. It was slated to be sent to a scrap yard when the opportunity presented itself to utilize it for HAZMAT Railcar training.

TRANSCAER® Team Members from CN Railroad, through the efforts of Dangerous Goods Officer Greg (Spinner) Vaughn, donated and provided track sections for placing the car on the training field at the facility which is located at 5591 Dakar in the city of Millington, TN. The facility is utilized by the Millington and Chemours-Memphis Fire Departments along with other first responders and fire departments in the Shelby and Tipton County areas for emergency response training activities.

The railcar was cleaned and decontaminated prior to movement to the CN interchange by Chemours. Railroad Switching Services (RSS), a Chemours Site Contractor then pulled the car from the plant facility to a site selected by Industrial Crane Inc. of Memphis and CN Railroad where it could be lifted from the truck assemblies onto a waiting flatbed trailer for the movement to the Training Center facility.

Upon arrival at the facility, the railcar and the wheel truck assemblies were lifted from the flatbed trailers by Industrial Crane, Inc. and placed onto the rail panel sections. Once placed onto the wheel trucks, the unit was secured by welding the wheels to the rails.

The completed railcar will provide an enhanced ability for Railcar Awareness and Leak Intervention training activities as part of the HAZMAT Training curriculum at the Millington facility. Plans are now underway to retrofit the tank car for leak repair exercises by plumbing the valves and appliances for water/air simulation scenarios along with smoke generation into the housing area to provide realistic training activities. ■

Arriving at Millington Fire Training Center. Photo by Bill Burke, Chemours



From left to right: Crews from Industrial Crane, Inc. of Memphis lift the railcar from the CN Rail line onto a waiting Flatbed Trailer. Photo by Bill Burke, Chemours; Millington Fire Department Battalion Chief Derrick Hall and CN Dangerous Goods Officer Greg Vaughn inspect the railcar before it leaves the rail yard for the Millington Training Center. Photo by Bill Burke, Chemours; Industrial Crane personnel gently lower the wheel trucks onto the rail panels at the Millington Training Center. Photo by Bill Burke, Chemours; Crew - Former Chemours railcar now in its new home at Millington Fire Training Center. Left to Right: Greg (Spinner) Vaughn (CN Railroad Dangerous Goods Officer), Battalion Chief Derrick Hall (Millington Fire Department), Fire Chief Bill Burke (Chemours-Memphis Plant), Battalion Chief Alan Starnes (Millington Fire Department) Photo Credit - Chief Gary Graves (Millington Fire Department).



NS 5642 - Dedicated Power on NS HazMat Safety Train - August 2016 - Knoxville, TN.

NORFOLK SOUTHERN HAZMAT SAFETY TRAIN RECOGNIZED BY SAFE AMERICA FOUNDATION

ARTICLE BY DAVID SCHOENDORFER, Norfolk Southern

Photos by David Schoendorfer, Norfolk Southern and Matt Snell, Conrail Historical Society



“The NS hazmat safety train is an important part of our TRANSCAER® program, and really helps leverage our community outreach”

David Schoendorfer, System Manager HazMat for NS

RESPONDERS FROM NEW YORK TO LOUISIANA describe Norfolk Southern's new safety train as a valuable training tool to help them protect people and property from a potential rail incident involving hazardous material. Now, the safety train, which is part of the national TRANSCAER® outreach program, has been recognized by the Safe America Foundation.

For its leadership in developing the safety train, Norfolk Southern has received a WorldSafe Award from Safe America. The nonprofit, headquartered in Marietta, GA, partners with corporate, government, and nonprofits to improve public safety awareness and preparedness.

Safe America described the Travel Safety Award presented to NS as one of its WorldSafe awards. NS was one of 14 companies, individuals, and organizations recognized by Safe America during a banquet in Atlanta last fall for their contributions to health and safety in the U.S. and globally. In addition to the safety train, NS was recognized for its role in creating the AskRail mobile app, an industry safety tool

that provides emergency responders immediate access to accurate, timely information about what type of hazmat a rail car is carrying.

Since rolling out the safety train in April 2016, NS has provided free TRANSCAER® emergency-preparedness training to more than 1,920 first responders during stops in 18 cities in 15 states across the railroad's network. Look for the 2017 training schedule at www.joinNSOAR.com or the TRANSCAER® calendar at <https://www.transcaer.com/>.

“The NS hazmat safety train is an important part of our TRANSCAER® program, and really helps leverage our community outreach,” said David Schoendorfer, system manager hazmat for NS, who coordinates the training. “The recognition is appreciated, but more importantly we know that our TRANSCAER® program is making a difference and our local emergency responders are better prepared.” ■



NS Receives WorldSafe Award November 2016 - Atlanta, GA

ASKRAIL – VERSION 3.0 AVAILABLE IN THE APP STORE

ARTICLE AND PHOTOS BY DAVID SCHOENDORFER, Norfolk Southern

THE ASKRAIL® APP DEVELOPED BY THE Class I railroads, the Association of American Railroads, and Railinc Corp. is a safety tool to provide first responders immediate access to accurate, timely data about what type of hazardous materials a railcar is carrying so they can make an informed decision about how to respond to a rail emergency. AskRail is a backup resource if information from the train conductor or train consist is not available.

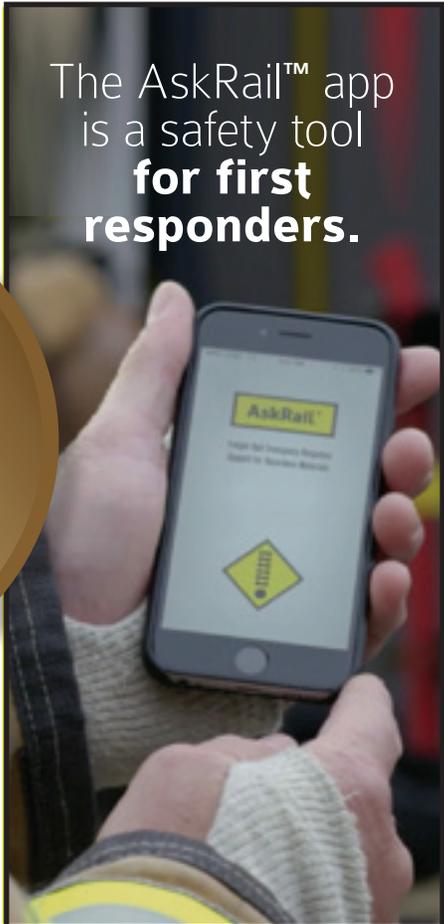
You can download the app from the Google Play store or the Apple App Store. For security reasons, only a qualified emergency responder who have completed rail emergency training sponsored by one of the Class I freight railroads or at the Security and Emergency Response Training Center (SERTC) can download and use the restricted features in the AskRail app. In addition, railroads can offer the app to known emergency responders along their routes.

On November 29, 2016, Version 3.0 of AskRail was successfully deployed bringing many new features to AskRail. Additional data is now available including: technical name, packing group, placard image, railcar image, DOT car specifications, commodity quantity, protective action distances (tables), and many other features. This is a must have for bona-fide emergency responders, and best of all it is **FREE**. **Don't miss out on adding this resource to your toolbox.**

TO LEARN MORE,
go to <http://www.askrail.us/>

HOW TO DOWNLOAD AND REQUEST FULL ACCESS TO THE ASKRAIL APP

- 1** Download the app from the Google Play store or the Apple App Store
- 2** Complete the registration process in the app on your device
- 3** You will receive an email notification once your registration has been approved. The approval process may take up to several weeks.
- 4** Once you have been approved to use the app, the app will become fully functional and ready to use.



The AskRail™ app
is a safety tool
**for first
responders.**

The AskRail™ app is a safety tool that provides first responders immediate access to accurate, timely data about what type of hazardous materials a railcar is carrying so they can make an informed decision about how to respond to a rail emergency. AskRail is a backup resource if information from the train conductor or train consist is not available.

Learn more at
www.askrail.us



AskRail™





Chlorine Properties-The Basics & Chlorine Emergency Response **WEBINARS**

REGISTER

*Official dates, times and registration links for each webinar will be posted on The Chlorine Institute's website at www.chlorineinstitute.org/emergency-preparedness/er-training-outreach/. Participants must register in order to receive the login information.

Chlorine Properties-The Basics

- ➔ Introduce TRANSCAER®, the Chlorine Institute, CHLOREP® and CHEMTREC®
- ➔ Provide an overview of the chemical properties, uses and hazards of chlorine
- ➔ Provide an understanding of how chlorine properties will affect emergency response, including exposure treatment and security concerns

Chlorine Emergency Response

- ➔ Introduce TRANSCAER®, the Chlorine Institute, CHLOREP® and CHEMTREC®
- ➔ Provide an overview of chlorine emergency response methods
- ➔ Provide an overview of the resources available to first responders in an emergency

Who Should Attend

Anyone who is interested in learning more about the basic properties of chlorine or about emergency response to a chlorine release, emergency responders, firefighters, EMTs, law enforcement officers, Local Emergency Planning Committees, emergency management professionals, and HAZMAT management professionals.

2017 SCHEDULE:

📍 Location	★ Topic
March 2017	Chlorine Properties-The Basics
April 2017	Chlorine Emergency Response
June 2017	Chlorine Properties-The Basics
July 2017	Chlorine Emergency Response
August 2017	Chlorine Properties-The Basics
October 2017	Chlorine Emergency Response
November 2017	Chlorine Properties-The Basics
December 2017	Chlorine Emergency Response

FOR ADDITIONAL INFORMATION:

or for questions regarding registration please contact RaeAna Eiley at The Chlorine Institute (703) 894-4117 or reiley@cl2.com.

Meet Our Team

NATIONAL TRANSCAER® TASK GROUP EXECUTIVE COMMITTEE ANNOUNCES NEW LEADERSHIP

TRANSCAER® SAYS FAREWELL TO LONGTIME TEAM MEMBER

ARTICLE BY DONNA L. LEPIK, American Chemistry Council/TRANSCAER®



ASHLAND'S KEITH SILVERMAN, VICE PRESIDENT EHS, QUALITY & REGULATORY AFFAIRS, has been named the Chairman of the National TRANSCAER® Task Group's (NTTG) Executive Committee following the end of Frank Reiner's term on December 8, 2016.

Silverman, who is also a nationally recognized hazmat instructor and former fire chief in his New Jersey hometown, will serve in his new leadership role for the national volunteer outreach hazmat training program from January 2017 to December 2019. The Chlorine Institute's Frank Reiner will serve as the Past Chair through December 2019.

David Binder of Tanner Industries, Inc. will continue serving as Vice Chairman, while Rollie Shook, Dow and Joe Taylor, CSX Transportation will both remain on the Executive Committee as At-Large Members. Donna L. Lepik will stay on the Executive Committee as the TRANSCAER® Staff Executive.

TRANSCAER® bids farewell to longtime volunteer Ed Chapman, who served as NTTG Chairman (2013-2014) and Past Chairman (2015-2016). Chapman retired from BNSF Railroad as Director of Hazmat in 2015, but continued to uphold his senior leadership role with the TRANSCAER® Executive Committee through December 8, 2016.

TRANSCAER® is organized into two groups in the United States: the National TRANSCAER® Task Group (NTTG) and its Executive Committee, which manages the overall TRANSCAER® program; and the Regional and State Teams, which implement TRANSCAER® throughout the United States.

As the managing body of the TRANSCAER® initiative, members of the NTTG Executive Committee steer the overall direction of TRANSCAER®, develop training and other tools to help the regional and state coordinators implement TRANSCAER® and manages TRANSCAER® resources. The NTTG Executive Committee is also responsible for long range planning and coordination of all task group activities and is responsible for the conduct of NTTG business. ■

INTRODUCING

NATIONAL TRANSCAER® TASK GROUP EXECUTIVE COMMITTEE

2017-2019



CHAIRMAN
Keith Silverman, PhD, MPH
VP EHS, Quality & Regulatory Affairs
Ashland LLC.



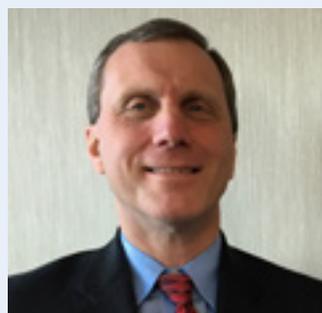
VICE CHAIRMAN
David B. Binder
Director, Quality, Safety & Regulatory Affairs
Tanner Industries, Inc.



AT LARGE MEMBER
Rollie Shook
Global Associate Director
Emergency Services, CPP
Dow Chemical ES&S Expertise Center



AT-LARGE MEMBER
Joe Taylor
Manager Hazardous Materials
CSX Transportation



PAST CHAIR
Frank Reiner
President
The Chlorine Institute



STAFF EXECUTIVE
Donna L. Lepik
Director/Staff Executive
American Chemistry Council/TRANSCAER®

TRANSCAER® Team Members



BRIAN K. DAILEY

NORTH AMERICA EMERGENCY RESPONSE LEADER
CHEMOURS INTEGRATED EMERGENCY RESPONSE
brian.k.dailey-1@chemours.com

NATIONAL TRANSCAER® TASK GROUP

I'm an U.S. Veteran of the Air Force and served as an Air Traffic Controller. I have worked for DuPont and Chemours for 23 years and hold the position of North America Emergency Response Leader. I manage the company's four Hazardous Response teams and have responsibilities for all Chemours Distribution incidents. I hold certifications in Industrial and Structural Firefighting, Confined Space and High Angle Rescue and am a National Pro Board Certified Hazmat Technician. I'm also a Fire Officer for the Washington Bottom Volunteer Fire Department in my community. I am married, and my wife and I have five children. ■



MONTRESSA ELDER, M.S., R.P.S., R.E.H.P.

EMERGENCY RESPONSE COORDINATOR (RETIRED)
OKLAHOMA DEPARTMENT OF ENVIRONMENTAL QUALITY
montressajo@gmail.com

CO-STATE COORDINATOR FOR OKLAHOMA

Montressa "Monty" Elder retired in 2015 from the Oklahoma Department of Environmental Quality where she served as the Emergency Response Coordinator as well as Emergency Planning and Community Right to Know Manager. Ms. Elder also served as the Media Spokesperson for DEQ. She provided risk communication and community education for the State Superfund sites as well as for high profile complaint situations including emergency response.

In addition, she developed the state SARA Title III Program including Community Right-to-Know, Toxic Release Inventory, and LEPC coordination. She served as the Chair of the Oklahoma Hazardous Materials Emergency Response Commission.

Ms. Elder is a Registered Sanitarian and Environmental Health Professional. She is a graduate of the inaugural class of the Environmental Public Health Leadership Institute (2005-2006) sponsored by the Centers for Disease Control. She is a member of several national organizations including Past President of the National Association of SARA Title III Program Officials, TRI Committee of the Interstate Oil and Gas Compact Commission, the Bioavailability Work Group of the National Environmental Policy Institute, and the ECOS steering committee on Childhood Asthma.

In 1997, Ms. Elder received a Governor's commendation as the Outstanding State Employee for Oklahoma. Twice, in 1993 and 2001, she was honored by the U.S. Environmental Protection Agency as a member of a Superfund Team of the Year.

In the fall of 2005, Monty was detailed by the Federal Emergency Management Agency to Alabama to provide public information expertise as part of the recovery efforts from Hurricane Katrina.

Ms. Elder's previous experience includes 15 years as a science educator at the secondary as well as college level and five years of experience in research labs. Her educational background includes a bachelor's and master's degree in microbiology from Oklahoma State University. ■

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VIEW A FULL
LIST OF OUR 2017
NATIONAL TRANSCAER®
TASK GROUP

TRANSCAER® Team Members



TONY MILLER

OTTUMWA FIRE CHIEF • SIRG DIRECTOR
OTTUMWA IOWA FIRE DEPARTMENT, OTTUMWA, IOWA
millert@ci.ottumwa.ia.us

CO-STATE COORDINATOR FOR IOWA

My name is Tony Miller and I am in my 36th year with the Ottumwa Iowa Fire Department. I have come up through ranks and was named Fire Chief in October of 2010. I have been the Director of the Southeast Iowa Response Group (SIRG) for eight years which is a nine county hazardous materials emergency response group.

I have attended numerous Iowa Hazmat Task Force meetings over the years. I have also been Incident Command on many hazmat emergency response situations over the years. My community hosted TRANSCAER® in 2006 and 2011.

I have been married to my wife Tresa for 34 years and we have one son and one grandson. I received my Bachelor's Degree from the Buena Vista University with a degree in Organizational Leadership. I have been an avid Chicago Cubs fan for 50+ years so of course my son lives in St. Louis. ■



CAPTAIN JON G. SIMPSON

COMPANY COMMANDER, ENGINE 1/HAZMAT 1
LOUISVILLE DIVISION OF FIRE
Jon.Simpson@louisvilleky.gov

CO-STATE COORDINATOR FOR KENTUCKY

I'm Jon Simpson, and I am the Captain of Hazmat 1 for Louisville Fire and Rescue (LFR) in Louisville, Kentucky. I've been a firefighter for 19 years starting in my hometown of Elizabethtown, Kentucky and have been with LFR for 16 years.

I have been a HazMat Tech since 2000 and a member of LFR HazMat Team since being hired. I am finishing a degree in Environmental Management. I am an instructor for the Center for Domestic Preparedness in Anniston, Alabama for hazmat response as well as remote instructor for SERTC, Flammable Liquids by Rail classes. I have two children 13 and 16 and currently reside in Elizabethtown, Kentucky. ■

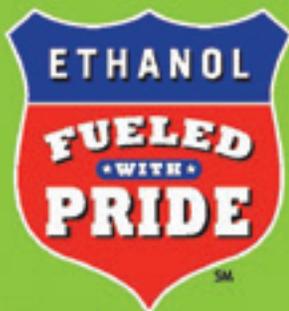
NATIONAL TRANSCAER® TASK GROUP MEMBER OBLIGATIONS

National TRANSCAER® Task Group Members agree to the following:

- ★ *Members must attend NTTG meetings, which are held a minimum of four times a year. Substituting an alternate is discouraged and should be used only for imperative absences with advance notice to the Chair and Staff Executive. A member absent from three consecutive meetings, regardless of coverage by an alternate, may be asked to resign from the NTTG. Meetings may be held by teleconference if determined appropriate by the Chair and the Staff Executive.*
- ★ *Each member of the NTTG is a working member, and is expected to take a leadership role in NTTG activities. Members are expected to have their employer's support for time necessary to carry out NTTG responsibilities.*
- ★ *Members who solicit funding for a TRANSCAER® event or activity must obtain prior written approval from the National TRANSCAER® Task Group Executive Committee.*
- ★ *Among other duties, NTTG members are expected to assist in recruitment of new TRANSCAER® Sponsors.*

FOR MORE INFORMATION

about joining TRANSCAER®, please contact Donna L. Lepik at dlepek@transcaer.com or 202-249-6723.



Exclusive

Train the Trainer Webinar: Ethanol Emergency Response

RFA & TRANSCAER® are hosting a "Train the Trainer" webinar instructed by national hazardous materials trainer Joel Hendelman. These seminars are open to anyone with the responsibility or interest in teaching operator level ethanol emergency response including production facility employees, firefighters, EMTs, police officers, LEPC & emergency management officials.

WHO SHOULD ATTEND: RFA members, production facility employees, ethanol safety professionals, railroad safety professionals, trainers, emergency responders, firefighters, EMTs, police officers, LEPC, emergency management professionals

WHERE: Anywhere there's a computer with internet access!

WHEN: February 7, April 11, June 14, or August 2, 2017

TIME: 11:00am - 1:00pm CT/ 12:00pm - 2:00pm ET

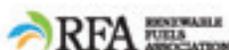
REGISTER: www.rfa.traincaster.com
(Registration is required by ALL participants!)

QUESTIONS: Safety@EthanolRFA.org

FREE to attend! Registration is limited to 100 attendees, so register today! Prior to each webinar login information will be emailed to the attendee. Certificates will be emailed to all completing the webinar.

*EVERYONE MUST REGISTER AT www.rfa.traincaster.com. IF YOU HAVE NOT BEEN TO THE SITE BEFORE, CLICK ON THE REGISTER BUTTON WHICH IS LOCATED UNDER THE LOGIN. IF YOU HAVE BEEN ON THE SITE BEFORE, LOG IN WITH YOUR USER NAME AND PASSWORD.

- ONCE LOGGED IN, CLICK ON THE "TRAIN THE TRAINER: ETHANOL EMERGENCY RESPONSE SEMINAR" LINK.
- NEXT CLICK ON THE BLUE "CLASSROOM TRAINING" BUTTON.
- THEN CLICK THE "REGISTER" BUTTON.



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Kenan Advantage Group, an international transporter, recently took TRANSCAER® training to Midland, MI. Photo: David Pokrivnak

KENAN ADVANTAGE GROUP HOSTS TRANSCAER® HAZARDOUS MATERIALS SAFETY TRAINING

PARTNERSHIP WITH DOW AND LOCAL OFFICIALS BRINGS TRAINING TO MIDLAND

ARTICLE BY NICHOLE VERNER, Kenan Advantage Group

O **N AUGUST 11, 2016** Kenan Advantage Group (KAG), (www.thekag.com), wrapped up the 2016 Midland TRANSCAER® (Transportation Community Awareness and Emergency Response) Training Tour in Midland, Michigan. Through a partnership with The Dow Chemical Company, Firefighters Education and Training Foundation, and many local supporting agencies, the four-day training focused on preparedness and response for hazardous materials transportation incidents.

The TRANSCAER® training is a model-based curriculum, which was broken down into two training tracks focusing on crude emergency response. Track 1 offered a two-hour general awareness program that included toxic by inhalation materials and flammable gas incidents as well as a general safety overview. Track 2 provided a six hour hands-on technician level training that included: rail car anatomy; tank truck emergencies;

crude by rail emergencies and response; capping kits; leak mitigation and response; and toxic by inhalation materials.

"Community leaders were also invited and encouraged to attend an awareness course to help them learn how they can elevate their assistance and communication with the community in case of an emergency," said Dan Wright, Kenan Advantage Group Vice President of Safety, Security and Compliance.

The Midland, Michigan Tour is part of Dow's long-term sustainability commitment to provide improved community awareness and preparedness along chemical transportation routes, in coordination with national, regional and state TRANSCAER® programs. ■

FOR MORE INFORMATION

on safety training, visit www.transcaer.com/events.

2016 SUMMER NORTH DAKOTA TRANSCAER® TOUR TRAINS 116

ARTICLE AND PHOTOS BY RENÉE LOH, North Dakota Firefighter's Association

THE LAST WEEK IN JULY provided excellent weather to present the 2016 TRANSCAER® Tour in North Dakota. There were classes in Richardton, Carrington and Casselton with 116 first responders getting the training they need to be better prepared to deal with possible hazardous materials incidents in their communities.

TRANSCAER® team members from Burlington Northern Santa Fe (BNSF) and Canadian Pacific (CP) Railroad did an excellent job on the delivery of content for the classes. The tour utilized all of the props to teach the participants how to respond to trains carrying crude oil, ethanol and other hazardous chemicals during a train derailment.

The TRANSCAER® Tour explored an "all hazards" approach to railroad emergency response. Responders had the opportunity to learn about high pressure tank cars, general service tank cars and locomotive emergencies. The new railroad training props that replicate the cab of the locomotive and tank car fittings were also incorporated into the training props to give responders a realistic overview of what to do during an actual event.

North Dakota has not been immune to train derailments that have occurred in other parts of the nation. In December of 2014, there was a derailment in Casselton that caused the temporary evacuation of the entire community. In May of 2015, there was a derailment in the community of Heimdahl.

During both of these incidents, responders have performed brilliantly with accolades from national railroad personnel that have come to provide the guidance needed to address the hazards associated with the railroad incident scene. Many of the North Dakota responders acknowledge their TRANSCAER® training for the successful response when the real situation came to their area. North Dakota Firefighter's Association is grateful to BNSF and CP for the large part they have played in keeping community responders safe.

While training with the CP locomotive prop, responders were surprised to



One of North Dakota's Hall of Fame Inductees from the Casselton Fire Department, Retired Chief Allan Berge shows his stamina as he maneuvers the plug to stop the leak at the TRANSCAER® training.

learn that the windows in the locomotives are bullet proof and that there are areas that you just cannot cut through with a standard torch or saw. So as much as they love extrication; these are really tough units to try and compromise by cutting through the materials.

One of the specialized pieces of equipment displayed by BNSF during the tour was a large magnet designed to temporarily plug a leaking bottom outlet valve. The responders got a chance to deploy the patching magnet during the training. Chief Tim McLean actually broke one of the placement handles for the magnet in Casselton. Even our beloved Alan Berge was surprised by his great strength as he worked the plugging magnets.

Over 30 years ago TRANSCAER® was created as key transportation officials took the leap to provide training by experts to local responders who had hazardous materials transported through communities. Over the years, TRANSCAER® has reached out to thousands of communities, while training hundreds of thousands of responders nationwide. This free training has equipped our North Dakota firefighters with the knowledge to handle hazardous transportation incidents in their responding area. This partnership has provided the safe production and shipment of millions of gallons of hazardous carloads/truckloads of needed chemicals while providing the best community response training.

North Dakota knows that a derailment can occur; now they have the knowledge and tools to work with this type of occurrence thanks to 30 years of TRANSCAER®. ■

Tim McLean, Fire Chief of Casselton (middle red shirt with glasses) and his department hosted the 2016 TRANSCAER® Summer Tour in July at their department. Pictured are Tim and firefighters from other departments looking over the mechanics of putting a plug into a rail car to stop leaking.



STRENGTHENING COMMUNITY TIES NS HAZMAT ROLLS TRANSCAER® INTO VIRGINIA

ARTICLE BY PAUL WILLIAMS, Norfolk Southern
Photo by Norfolk Southern Corporate Communications



NS HazMat Compliance Officer Justin Hahn knows how to communicate with Virginia responders - he speaks their language.

WITH A MIX OF CLASSROOM and hands-on instruction, Norfolk Southern's new TRANSCAER® educational safety train rolled into Norfolk Terminal at Lamberts Point for a three-day stop on Sept. 13-15, 2016. Hazardous materials employees in NS' Safety and Environmental Department offered first responders across Virginia an up-close look at how to prepare for and safely respond to potential rail-related incidents involving hazmat.

The safety train visit to NS' corporate headquarters city coincided with the 2016 Virginia HazMat Conference held in neighboring Virginia Beach. Responders from Norfolk, Suffolk, Roanoke, and Harrisonburg had the opportunity to receive classroom and hands-on training. A total of 121 responders boarded the train for instruction during this three day event.

NS hazmat compliance officer Justin Hahn, who was a firefighter in Kannapolis, N.C. for 15 years before joining NS, can identify with the responders. "People outside the railroad don't really know much about how the railroad operates, so the first part of our TRANSCAER® presentation is an overview of how the railroad works," he said.

"We tailor our TRANSCAER® training to



**"We tailor our
TRANSCAER®
training to
individual areas and
the types of hazardous
materials that are
moved through those
communities..."**

**Paul Williams, NS Regional
Manager Hazmat**

individual areas and the types of hazardous materials that are moved through those communities," said Paul Williams, NS regional manager hazmat. "It's refresher training for some, but we also have a lot of first timers. It was invaluable for them to walk away with a better understanding of the commitment that NS and the rail industry have to inform people of how to better coordinate with the railroad and how to respond safely to railroad incidents if one were to occur in their communities." ■

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LOCAL RESPONDERS CONDUCT MOCK EMERGENCY DRILL

ARTICLE BY BOB DINYON, Crestwood Transportation



Bridgeton's Crestwood Equity Partners partnered with local emergency responders to conduct a mock emergency drill at Crestwood's South Jersey Terminal.

CRESTWOOD EQUITY PARTNERS, located in Bridgeton, NJ partnered with local emergency responders and Transportation Community Awareness and Emergency Response (TRANSCAER®) to conduct a mock emergency drill on Saturday, August 27, 2016 at Crestwood's South Jersey Terminal. TRANSCAER® is an organization that encourages partnerships between responders and industry to develop awareness of transportation emergency preparedness.

Through the partnership with TRANSCAER® local officials and emergency responders work to develop and implement a community response plan. The mock drill allowed local officials and community members to be trained and put the plan to the test in a real life scenario. This drill also assisted Crestwood in meeting regulatory requirements.



Bridgeton's Crestwood Equity Partners partnered with local emergency responders to conduct a mock emergency drill at Crestwood's South Jersey Terminal.

Crestwood was joined by the Upper Deerfield Township Fire Companies No. 1 and No. 3, Upper Deerfield EMS, Rosenhayn Fire Company, and the Cumberland County Fire Police, led by Chief Rogers, Chief Mooneyham and Chief Ott. Members of these departments responded to a drill simulating a hazardous materials incident and were expected to successfully apply procedures on how to handle a fire involving a propane transport.

The mock emergency drill was a great success and learning experience for all involved. The members of the fire department performed well in the simulation and followed textbook procedure to handle such an emergency.

Crestwood is confident that in the event of an emergency all parties involved will respond with quick professionalism, allowing for the best possible outcome for the community and its citizens. Crestwood is focused on employee and public safety, operational excellence and a commitment to protecting the environment. Through regulatory best practices and intensive safety protocol it is continuously working to reduce environmental impacts and be a good neighbor.

Crestwood Equity is engaged in the gathering, processing, treating, compression, storage and transportation of natural gas; storage, transportation, terminaling, and marketing of NGLs; and gathering, storage, terminaling and marketing of crude oil. ■

IF YOU WANT TO LEARN MORE

about how TRANSCAER® can assist your local emergency responders, go to www.TRANSCAER.com to register for upcoming training events or request training.

TAMING *the* TIGER

ANHYDROUS AMMONIA TRAINING COAST TO COAST

ARTICLE & PHOTOS BY DAVID BINDER,
Tanner Industries, Inc.

TRANSCAER®'S TAMING THE TIGER SERIES, Response for Anhydrous Ammonia, was presented at various recent hazardous materials conferences and challenges throughout the country last year.

Sessions ranged from classroom instruction on ammonia properties, transportation containers, types of releases, real-life cloud modeling and tactics for control and containment from both offensive and defensive approaches to hands-on cargo trailer training to live release hazmat response drills. Entertaining formats were utilized ranging from "Top Ten Tips" to "Tactics and Tabletops".

On September 13, 2016, at the Virginia State HazMat Conference in Virginia Beach, VA, the program included live ammonia release drills with response team members practicing a tarp and cover control and containment method for suppressing ammonia releases. A liquid ammonia line was opened up, letting the "tiger out" and hazardous material response personnel attending the session tarped over the release point to control and contain the leak. Raymond Haring and Todd Cannon, hazardous materials officers for the Virginia Department of Environmental Management helped in coordinating the program and controlled the releases in the hot zone. ■



Raymond Haring and Todd Cannon, hazardous materials officers for the Virginia Department of Environmental Management.



Entry team begins tarping the leak.

The Tiger is contained.

RECENT TRANSCAER® ANHYDROUS AMMONIA TRAINING PROGRAMS:

**20th Annual HAZMAT Challenge -
Los Alamos National Laboratory -
July 2016**

**Massachusetts Association of HazMat
Technicians (MAHMT) - Plymouth, MA -
September 2016**

**Virginia Hazardous Materials
Conference - Virginia Beach, VA -
September 2016**

**Hotzone HazMat Conference -
October 2016**

**Pennsylvania Association of HazMat
Technicians Conference (PAHMT) -
August 2016**

**Florida Hazmat Training Symposium
- Daytona Beach, FL -
January 2017 (with Live Release Drills)**

UPCOMING

**Delaware Hazmat Workshop - Dover, DE -
April 2017 (with Live Release Drills)**

**And more.... visit TRANSCAER® to learn
more @ www.transcaer.com**

Access the TRANSCAER® Anhydrous Ammonia online training program today @ www.transcaer.com/aa-tour

THE CHLORINE INSTITUTE'S 10TH STOP ON THE 2016 TRANSCAER® TOUR - HUGE SUCCESS!

ARTICLE BY ERICA BERNSTEIN,
The Chlorine Institute

Main photo: (Side of tank car) Application of a MAG patch on the Chlorine Institute's training tank car. Mr. Lance Wilcox from Specialized Professional Services, Inc. (SPSI) was the lead instructor of this workshop. (Top of tank car) Application of a Midland Kit on the Chlorine Institute's training tank car. Mr. Joe Taylor from CSX Transportation (CSXT) was the lead instructor of this workshop. Photo by: Erica Bernstein, The Chlorine Institute

THE CHLORINE INSTITUTE partnered with the Wheeling and Lake Erie Railway (W&LE) to conduct its 10th TRANSCAER® Event of the year and host the three-day rail safety and hazmat emergency response training in Akron, Ohio August 2-4. Over 100 first responders, emergency management professionals, and HAZMAT management professionals from fire departments throughout the surrounding area including Akron and Cleveland, and companies including Environmental Management Specialists, Inc., SUNPRO, Specialized Professional Services, Inc. (SPSI), Dover Chemical Corporation, and JCI Jones Chemicals, Inc. participated in the training.

The event featured the Chlorine Institute's training car and a W&LE locomotive. With ten instructors at the event, students were trained on Railroad 101, Understanding Tank Cars and Locomotives, and The Chlorine Institute Mission Chemicals and Emergency Response. The training received positive feedback and Lt. Wilkinson of the Akron Fire Hazardous Materials Bureau sent thanks by writing, "Just wanted to thank you for the wonderful training this past week! The speakers and the information provided were outstanding. The amount of work to provide this level of training did not go unnoticed and is greatly appreciated!"

On Wednesday, August 3rd, the Deputy Mayor of Public Safety for the City of Akron Charles Brown and State Representative Emilia Strong Sykes visited the Brittain Yard and were able to observe participants training on the CI Emergency Kits A, B, and C and Midland's ERK to a MAG patch, which included simulations of chlorine releases in various settings (150 lb. cylinder, ton container and tank car). Participants enjoyed the hands-on aspect of our training. Lt. Myers of the Marysville Fire Department said, "It was really excellent hands on training. All the instructors were very knowledgeable and experienced."

Special thanks to our instructors from: ASHTA Chemicals, Chemours, CSX Transportation, JCI Jones Chemicals, Midland Manufacturing, Indian Springs Manufacturing, Specialized Professional Services, Inc. (SPSI) and Wheeling and Lake Erie Railway. We greatly appreciate your contributions that make these events so successful! ■





Photo on left: (Left to Right) Erica Bernstein, Director of Outreach-The Chlorine Institute, Emilia Strong Sykes, State Representative, Charles Brown, Deputy Mayor of Public Safety City of Akron, and John Vergis, Environmental Officer-Wheeling and Lake Erie Railway. Photo: Elaine Patterson, Patterson Consulting



Participants begin their rotations to train on the CI Emergency Kits A, B, and C and Midland's ERK, and MagPatch. Photo by: Erica Bernstein, The Chlorine Institute



**1,926
TRAINED**

2016 Training Locations

★ Altoona, PA	17
★ Harrisburg, PA	56
★ Baltimore, MD	29
★ Newark, NJ	198
★ Buffalo, NY	20
★ Chicago, IL	15
★ Toledo, OH	97
★ Ft. Wayne, IN	86
★ Cincinnati, OH	12
★ Knoxville, TN	112
★ Spencer, NC	167
★ Alexandria, VA	280
★ Norfolk, VA	121
★ Greenville, SC	213
★ Atlanta, GA	92
★ Chattanooga, TN	195
★ Slidell, LA	143
★ Columbia, SC	73
TOTAL	1,926

NORFOLK SOUTHERN SAFETY TRAIN COMPLETES 18-CITY TOUR

ARTICLE AND PHOTO BY DAVID SCHOENDORFER, Norfolk Southern

NORFOLK SOUTHERN'S HAZMAT SAFETY TRAIN recently completed its 2016 TRANSCAER® tour, training 1,926 responders in 18 cities in 13 states across NS' rail network.

With rolling classrooms and hands-on activities, the safety train provided free training to firefighters, police officers, emergency management personnel, and other first responders on how to safely respond to a rail-related hazardous materials incident. It's a rolling TRANSCAER® Whistle-Stop event.

"Our safety train allowed us to expand our outreach to more first responders and emergency personnel in more communities than ever before," said David Schoendorfer, system manager hazardous materials for NS.

"It's good business as well as best practice for handling emergency response and for making our communities better prepared," said John Irwin,

Assistant Vice President Safety and Environmental for NS. "It ties in with our vision to be the safest railroad in the business."

The NS safety train's final stop for 2016 was in Columbia, S.C., Nov. 11-13, where 73 first responders received training. The train began in April in Altoona, Pa., and along the way provided training to emergency responders in Alexandria, VA.; Atlanta, GA; Baltimore, MD; Buffalo, NY; Chattanooga, TN; Chicago, IL; Cincinnati, OH; Fort Wayne, IN; Greenville, SC; Harrisburg, PA; Knoxville, TN; Newark, NJ; Norfolk, VA; Slidell, LA; Spencer, NC; and Toledo, OH.

During a training stop in Alexandria, VA, where NS operates an ethanol transload facility, representatives from the National Transportation Safety Board, the Federal Railroad Administration, the Association of American Railroads and key congressional staffers toured the train. Attendees



"Our safety train allowed us to expand our outreach to more first responders and emergency personnel in more communities than ever before"

**David Schoendorfer,
System Manager
Hazardous Materials for NS**

received copies of the *TRANSCAER® Today* magazine highlighting the many continued successes of this initiative. ■

THE CHLORINE INSTITUTE WRAPS UP 2016 TRANSCAER® RAILROAD SAFETY AND HAZMAT EMERGENCY RESPONSE TOUR

ARTICLE BY RAEANA EILEY,
The Chlorine Institute

“I got to work with the tools
and ask questions with
industry personnel.”

Responders from Calgary

Instructor Ed Dankbar, Canadian Pacific Railroad, walking students through the Understanding Tank Cars portion of the training in Saratoga Springs, NY. Photo: RaeAna Eiley, The Chlorine Institute

THE CHLORINE INSTITUTE completed its 2016 TRANSCAER® Rail Safety and Hazmat Emergency Response Training Tour in New Orleans, Louisiana on November 3. The 15 stop tour was even more successful than last year's, with four more stops and over 300 more participants trained in 2016 than in 2015. This year across the U.S. and Canada a total of 1,298 students were trained.

Students underwent a day long training that consisted of presentations on Hazmat Safety, Emergency Response and Railroad 101. Participants were able to walk around and through the CI Training Car, or railroad partners' training car, to learn more about the anatomy of tank cars.

In the afternoon participants rotated through hands-on workshop stations which included the CI Emergency Kits A, B, and C, a Magnetic Patch, Midland's Emergency Response Kit, and Kelso's Emergency Response Kit.

Participants commented that the most useful part of the training was the hands-on portion.

Responders from Calgary said this TRANSCAER® event was a “very informative and enjoyable session!” and “I liked the hands-on [training] that they provided. I got to work with the tools and ask questions with industry personnel.”

Of the participants who provided written feedback, 100% of them said they would recommend this training to others.

In addition to the on-site training sessions, CI rolled out its new webinar program that consisted of eight webinars which covered awareness level chlorine emergency response. There were a total of 330 participants in these webinars.

The Chlorine Institute would like to thank all the instructors for their time and dedication to these trainings. We are also grateful for the partnerships we have with the Class 1 and Short Line Railroads whose support is paramount to the success of these events.

CI looks forward to continuing TRANSCAER® training programs in 2017. ■



Top to bottom: Instructor showing students how to use a magnetic patch in a leak mitigation exercise in Springfield, IL. Photo: Robyn Kinsley, The Chlorine Institute; The Calgary Fire Department Hazardous Materials Response Team practices installing the CHLORINE INSTITUTE TANK CAR/TRUCK EMERGENCY KIT (C-Kit) on a training trailer in Calgary, Alberta. Photo: Erica Bernstein, The Chlorine Institute; Instructors Kevin O'Rourke, Hawkins, Inc. and John Dunford, Dow Chemical demonstrates the Chlorine Institute Cylinder Emergency Kit (A-Kit) in Milwaukee. Photo: Erica Bernstein, The Chlorine Institute

NEW JERSEY STATE TRANSCAER® TEAM LIQUEFIED PETROLEUM GAS TRAINING COMES TO SOUTH JERSEY

ARTICLE AND PHOTOS BY
JIM PFEIFFER, SMS Rail Lines

Ed Patterson, Sunoco Logistics Partners, describes the valve arrangement on a LPG tank car.



Chris Wagner, Amerigas Propane, discusses LPG emergency response issues.



Jeff Young and Steven Coen, Coraluzzo/Torrissi Transport reviews the anatomy of a LPG cargo tank.

ON A HOT AND STEAMY SATURDAY MORNING on September 10, 2016, SMS Rail Lines and Coraluzzo/Torrissi Transport, in conjunction with the New Jersey state TRANSCAER® Team, AmeriGas®, Norfolk Southern®, Sunoco Logistics Partners and Logistics Safety Solutions, hosted training on the properties of liquefied petroleum gas and the handling of emergency situations involving LPG. Thirty-five participants from as far away as Lambertville, NJ attended the program, which was held at SMS Rail's transloading facility in Bridgeport, NJ.

During the half-day training session, attendees took part in four one-hour modules – classroom sessions covering LPG safety and transportation

regulations and emergency response to propane incidents and hands-on training modules that familiarized participants with the anatomy of a LPG cargo tank trailer and tank car. A fifth module was held after lunch, where those who chose to stay were guided through the basic workings and safety appliances of a typical switch engine locomotive.

SMS Rail Lines believes in TRANSCAER®'s mission and prides itself in the strong relationships it has forged with the local emergency response community. In the past, SMS has participated in TRANSCAER® events held at Sunoco Logistics Partner's Eagle Point Facility in Westville, NJ, and looks forward to hosting future training opportunities in 2017 and beyond. ■

CSX AND LOUISVILLE & INDIANA RAILROAD PARTNER ON TRANSCAER® SAFETY TRAIN TOUR THROUGHOUT SOUTHERN INDIANA



ARTICLE BY JOE CACCAMO, CSX Transportation
Photos by CSX Hazmat Members

THROUGHOUT THE MONTH OF September, TRANSCAER® in conjunction with CSX Hazmat and the Louisville & Indiana Railroad partnered to train over 300 responders in the South Central portion of Indiana. The TRANSCAER® training events were held in Columbus, Seymour, Scottsburg, Sellersburg and Jeffersonville, IN.

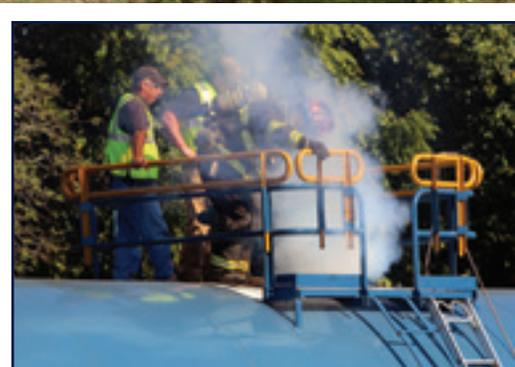
The training utilized the Firefighter's Education and Training Foundations full complement of training tank cars including a DOT 111, DOT 112, DOT 105 and additional training props, which were led from location to location by both a CSX and Louisville & Indiana Railroad locomotive.

Responders were taught railroad safety, how to identify various types of railroad equipment, locomotive awareness, tank car valve and safety identification. Numerous training locations also had response drills created to teach staff to apply what they

learned and repair various rail emergency situations.

The training made its final stop in Jeffersonville, IN where three days of full scale exercises were conducted to include as many responders as possible from Clark County. Each day the responders were given an emergency response call and provided the train documents to safely mitigate the objectives for the day. The training provided responders with the information they need to safely respond to a railroad incident and determine if and what types of Hazmat may be involved. ■

Main Photo: The TRANSCAER® Safety Train with active leaks for full scale exercise ; Small photos from top to bottom: Responders assessing a leaking pressure housing; Responders assessing a leaking bottom outlet valve; Responders using a crash truck to apply foam to a locomotive.





When TRANSCAER® receives letters of thanks, we like to share.

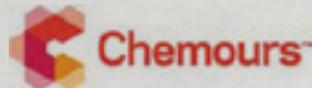


A Big Thanks!

DUPX-10057 will be moving from the Site next week to the Millington Fire Department Training Center where it will become an integral training simulator for Shelby County Fire Departments. The tank car is being donated from Chemours to Millington Fire Department to enhance the ability to provide quality HAZMAT training at the Facility. RSS/CN and Industrial Crane along with Millington and Chemours Fire Departments will oversee the transfer from the CN rails to a flatbed trailer and then placement at the center on a set of rail panels donated by the CN railroad.

Thanks to all Chemours personnel who worked to make this happen. This is a service to our local Fire Departments as we use the Millington Training Center for many of the Site Fire Brigade Training Sessions.

William R. Burke
Site Fire Chief/Stage II Fire Resource
+1 901 353 7554 o
+1 901 508 5840 m
The Chemours Company
Memphis Plant
2571 Fite Road
Memphis, TN 38127



“A big thanks to Chemours. A great training tool added to our training opportunities! I for one with a major RR running through the center of town appreciate this “gift” and look forward to being able to train on it.”

**Henry A. Posey, Chief,
Atoka Fire Department**

(See page 20-21 - Millington Fire Department Acquires TRANSCAER® Asset from Chemours/CN Railroad)

Cambria TRANSCAER® - THANK YOU !

On behalf of Cambria County Emergency Management - I want to extend our appreciation to all those who helped make the Cambria County TRANSCAER® exercise on August 25th the success that it was.

Your time and efforts to enhance our preparedness, not only for rail-related emergencies in general, but for the local and county first responders, response agencies, and local school and municipal government officials that serve the Gallitzin community, your dedication to public safety is outstanding.

Many people truly were helpful in preparing for this exercise - but none more so than our hosts - the Gallitzin Fire Company. I applaud and thank Station 71 for their hospitality.

The TRANSCAER® exercise, as provided to Cambria County by PEMA and PA TRANSCAER® through the HMEP grant program, is a

valuable tool that better prepares all of us in the world of emergency management. I also want to commend Compliance Associates, Inc. (Nick and Joanne) for their cooperation and expertise.

Again - many thanks to all of you and your respective departments, agencies and teams.

Ron

Ronald J. Springer, Executive Director
Cambria County Department of Emergency Services
401 Candlelight Drive, Suite 100, Ebensburg, PA 15931
Office Phone: (814) 472-2050
Office Fax: (814) 472-1439

Rail Safety & Hazmat Emergency

RESPONSE TRAINING

Features Hazmat: Toxic Gases (Chlorine & Hydrogen Chloride); Corrosive Liquids (Hydrochloric Acid & Caustic Soda) & Flammable Gases (Vinyl Chloride)

COMING TO RICHMOND, CA

BNSF Rail Yard
303 Garrard Blvd, Richmond, CA 94804

March 20th & 21st
8:00 am-4:00 pm*

Training Includes

CLASSROOM SESSIONS:

- ➔ **Railroad 101:** Learn about railroad operations, hazards and safety rules. Rail hazmat safety and emergency response procedures are reviewed.
- ➔ **Hazmat Safety & Emergency Response:** Learn about the physical and chemical properties of toxic gases (chlorine & hydrogen chloride); corrosive liquids (hydrochloric acid & caustic soda) and flammable gases (vinyl chloride). Transportation methods, health effects of acute exposure, proper selection of personal protective equipment, first aid, and medical treatment measures are reviewed.

FIELD EXERCISES:

- ➔ **Understanding Tank Cars:** Learn about the anatomy of general service and pressure tank cars including protective housings; valves and fittings; truck components; safety appliances; jacket, shell and head construction; placards and markings.
- ➔ **A-Kit Workshop:** Learn about potential leak scenarios for chlorine 150-lb cylinders and how to mitigate those leaks. Install new and old versions of the Emergency Kit "A" on chlorine cylinders.

- ➔ **B-Kit Workshop:** Learn about potential leak scenarios for chlorine ton containers and how to mitigate those leaks. Install new and old versions of the Emergency Kit "B" on ton container training devices.
- ➔ **C-Kit Workshop:** Learn about potential leak scenarios for chlorine rail tank car valves and fittings and how to mitigate those leaks. Install the Emergency Kit "C" on chlorine tank car valve arrangements for standard and next generation (dual valve system) assemblies.
- ➔ **Midland ERK Workshop:** Learn about potential leak scenarios for flammable gas tank car valves and fittings and how to mitigate those leaks. Install the Midland Emergency Response Kit on a typical flammable gas assembly.
- ➔ **Kelso ERK Workshop:** Learn about potential leak scenarios for compressed gas tank car valves and fittings and how to mitigate those leaks. Install the Kelso response kit on a typical compressed gas assembly.
- ➔ **Magnetic Patch Workshop:** Participants are able to practice installing the Magnetic Patch on the side of a tank car. This is a standard method of mitigating a hazardous materials leak on the side of a railcar. The leak is simulated using water.

FREE 1-DAY TRAINING EVENTS INCLUDE:

Morning refreshments & a complimentary lunch, copies of training materials, & certificate of completion emailed after the event.

Required Safety Gear: Hard hat, gloves, safety glasses, long pants & sturdy leather work boots with a defined heel & safety toe.



FOR ADDITIONAL INFORMATION:

or for questions regarding registration please contact RaeAna Eiley at The Chlorine Institute (703) 894-4117 or reiley@cl2.com.

Pre-Registration is strongly recommended!

MARK YOUR CALENDARS



2017 ★ CI TRANSCAER® TRAINING TOUR

FEATURED HAZMAT:

Toxic Gases (Chlorine & Hydrogen Chloride); Corrosive Liquids (Hydrochloric Acid & Caustic Soda) & Flammable Gases (Vinyl Chloride)

FREE 1-DAY TRAINING EVENTS INCLUDE:

complimentary lunch, copies of training materials & certificate of completion.

FOR MORE INFORMATION:

Please contact RaeAna Eiley at The Chlorine Institute (703) 894- 4117 or reiley@ci2.com

2017 TRAINING SCHEDULE

📍 Location	★ Date*
Richmond, CA	Mar. 20-21
Seattle, WA	Apr. 18-19
Pocatello, ID	May 15-16
Salt Lake City, UT	May 24-25
Kansas City, KS	June 20-22

📍 Location	★ Date*
Davenport, IA	July 11-13
Houston, TX	Aug. 28-29
Atlanta, GA	Sept. 18-20
Memphis, TN	Nov. 6-8
Washington, DC	TBD

**We are currently finalizing the official dates for several locations. Please visit the Chlorine Institute Website at <https://www.chlorineinstitute.org/emergency-preparedness/er-training-outreach/> to confirm event dates and register to attend a CI/TRANSCAER® training.*

UPCOMING EVENTS

Looking for TRANSCAER® Training?

Here's a listing of some upcoming training events.

★ February 9, 2017

CP RAIL - OIL RECOVERY IN FROZEN BODIES OF WATER

Responders learn steps to recover oil released under and on ice

📍 LOCATION: Plattsburgh, NY

February 9, 2017 | 8:00 AM to 5:00 PM

★ February 14-16, 2017

2017 WEST COAST FLAMMABLE LIQUIDS BY RAIL TRAINING TOUR

Flammable Liquids Transportation and Response

📍 LOCATION: Los Angeles, CA

3 TIMES OFFERED!

February 14, 2017 | 9:00 AM to 3:00 PM

February 15, 2017 | 9:00 AM to 3:00 PM

February 16, 2017 | 9:00 AM to 3:00 PM

★ February 21-23, 2017

CSX EMERGENCY RESPONSE TO RAILROAD INCIDENTS

First Responder Hazmat/ Railroad response training

📍 LOCATION: Tarrant, AL

4 TIMES OFFERED!

February 21, 2017 | 9:00 AM to 2:00 PM

February 21, 2017 | 6:00 PM to 9:00 PM

February 22, 2017 | 9:00 AM to 2:00 PM

February 23, 2017 | 9:00 AM to 2:00 PM

★ February 28-March 2, 2017

2017 WEST COAST FLAMMABLE LIQUIDS BY RAIL TRAINING TOUR

Flammable Liquids Transportation and Response

📍 LOCATION: Richmond, CA

3 TIMES OFFERED!

February 28, 2017 | 9:00 AM to 3:00 PM

March 1, 2017 | 9:00 AM to 3:00 PM

March 2, 2017 | 9:00 AM to 3:00 PM

★ March 14-16, 2017

CSX EMERGENCY RESPONSE TO RAILROAD INCIDENTS

Flammable Liquids Transportation and Response

📍 LOCATION: Montgomery, AL

3 TIMES OFFERED!

March 14, 2017 | 9:00 AM to 2:00 PM

March 15, 2017 | 9:00 AM to 2:00 PM

March 16, 2017 | 9:00 AM to 2:00 PM

★ March 16-17, 2017

2017 WEST COAST FLAMMABLE LIQUIDS BY RAIL TRAINING TOUR

Flammable Liquids Transportation and Response

📍 LOCATION: Bend, OR

2 TIMES OFFERED!

March 16, 2017 | 9:00 AM to 3:00 PM

March 17, 2017 | 9:00 AM to 3:00 PM

★ May 9-10, 2017

2017 WEST COAST FLAMMABLE LIQUIDS BY RAIL TRAINING TOUR

Flammable Liquids Transportation and Response

📍 LOCATION: Pasco, WA

2 TIMES OFFERED!

May 9, 2017 | 9:00 AM to 3:00 PM

May 10, 2017 | 9:00 AM to 3:00 PM

★ May 16-17, 2017

2017 WEST COAST FLAMMABLE LIQUIDS BY RAIL TRAINING TOUR

Flammable Liquids Transportation and Response

📍 LOCATION: Vancouver, WA

2 TIMES OFFERED!

May 16, 2017 | 9:00 AM to 3:00 PM

May 17, 2017 | 9:00 AM to 3:00 PM

★ May 23-24, 2017

2017 WEST COAST FLAMMABLE LIQUIDS BY RAIL TRAINING TOUR

Flammable Liquids Transportation and Response

📍 LOCATION: Everett, WA

2 TIMES OFFERED!

May 23, 2017 | 9:00 AM to 3:00 PM

May 24, 2017 | 9:00 AM to 3:00 PM

FOR A FULL LIST OF EVENTS OR TO REGISTER, PLEASE VISIT:

www.transcaer.com/events



UPCOMING NATIONAL TRANSCAER® TASK GROUP MEETINGS:

All NTTG meeting dates can be found on the TRANSCAER® web site under **NATIONAL**. ■

★ **Thursday, March 30, 2017**

Association of American Railroads, Washington, DC



Kara Edwards, National TRANSCAER® Coordinator, was joined by the National TRANSCAER® Committee Co-Chair, Carrie Maxim, Nova Chemical, and Adrian Michielsens, Imperial Oil at the 108th Fire-Rescue Canada Conference in St. John's, Newfoundland. Photo by Peter Grootendorst, Justice Institute of British Columbia

TRANSCAER® AND CANADIAN FIRE CHIEFS PARTNER FOR TRANSPORTATION SAFETY

BY ERIKA ADAMS, CIAC

TRANSCAER® AND THE CANADIAN ASSOCIATION OF FIRE CHIEFS (CAFC)

have been partners since 2014. However, they began collaborating long before that as the fire service recognized that industry's active participation in emergency response planning, training and communications with first responders and municipal officials prior to an incident is key to mitigation.

To further engage with CAFC members, the National TRANSCAER® Committee sponsored a TRANSCAER® booth at the 108th Fire-Rescue Canada Conference, which



“At the conference, it was a very nice surprise to learn that many fire chiefs knew about the program and had encouraging and positive things to say about experiences their departments had attending TRANSCAER® events.”

**Kara Edwards,
National TRANSCAER® Coordinator, Canada**

took place on September 25-28 in St. John's, Newfoundland. At the booth, Kara Edwards, National TRANSCAER® Coordinator, was joined by the National TRANSCAER® Committee Co-Chair, Carrie Maxim, Nova Chemicals, and Adrian Michielsen, Imperial Oil. During the conference, the TRANSCAER® team spoke with more than 150 fire chiefs representing volunteer and career fire departments from communities of all sizes across Canada.

"It was great to be able to share our TRANSCAER® message with chiefs who were unfamiliar with the program," Edwards said. "At the conference, it was a very nice surprise to learn that many fire chiefs knew about the program and had encouraging and positive things to say about experiences their departments had attending TRANSCAER® events."

At the conference, Chief Ken Block, Edmonton Fire Rescue Service, was elected as the new CAFC President. TRANSCAER® looks forward to continuing to work strategically with CAFC to advance our shared objectives. ■

TRANSCAER® *reaching* OUT

with Our Canadian Colleagues



Labelmaster's Dangerous Goods Symposium - September 6-8, 2016 - Chicago, IL

Spreading Emergency Response - Brian Banks, CHEMTREC®; Kara Edwards, Chemistry Industry Association of Canada/TRANSCAER® (Canada); Tom Kiddy, United States Department of Transportation, Pipeline and Hazardous Materials Safety Administration and Donna L. Lepik, American Chemistry Council/TRANSCAER® provided a focused panel discussion on Emergency Response in the U.S. and Canada during the annual DG Symposium.



Our Canadian TRANSCAER® colleagues Randy Mak, Dow (yellow shirt); Kara Edwards, Chemistry Industry Association of Canada (top left) and Carrie Maxim, NOVA Chemicals Ltd. (top right), led a discussion on outreach opportunities and challenges during the fall NTTG Meeting at API in Washington, DC.

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reaching OUT

TRANSCAER® aims to reach out to a broad spectrum of stakeholders from responders, to government, to industry -- here's a taste of some of our recent OUTREACH efforts we have made across North America.



Chemical Safety Board (CSB) Shares Strategic Vision with TRANSCAER® Team

Chairperson Vanessa Allen Sutherland and Board Member Manny Ehrlich of the United States Chemical Safety Board, along with CSB staffers Amy McCormick and Charles Barbee pose with TRANSCAER®'s Chairman Frank Reiner following a briefing by Chair Sutherland and Mr. Ehrlich at the fall National TRANSCAER® Task Group meeting at API in Washington, DC. Photo: Donna L. Lepik, American Chemistry Council/TRANSCAER®



NS films walkaround for upcoming ethanol training program

Paul Williams, regional manager hazardous materials, NS is filmed by Andy Johnson of IMedDesign as he demonstrates the features of a DOT 111 railcar for the new TRANSCAER®/Renewable Fuels Association Ethanol training program on August 29, 2016 in Alexandria VA. Photo: Donna L. Lepik, American Chemistry Council /TRANSCAER®



Members of the National TRANSCAER® Task Group from the U.S. and Canada take a minute to say cheese during the day-long, fall quarterly meeting at API.



Rice University's Baker Institute for Public Policy - October 20, 2016 - Houston, TX

Connecting the Dots - Kristinia Kreutzer, Research Chemist/Hazardous Materials Tech, DuPont; Michael D. Maher, Ph.D., Senior Program Advisor, Center for Energy Studies, Rice University's Baker Institute for Public Policy and Donna L. Lepik, Director/Staff Executive, American Chemistry Council/TRANSCAER® touring and discussing LNG (liquefied natural gas) and other hazmat transportation related challenges and opportunities at the Baker Institute for Public Policy in Houston, TX. Photo: Kristinia Kreutzer, DuPont



Brian Banks of CHEMTREC® presents to NTG Members during the winter 2016 meeting at American Chemistry Council in Washington, DC.
Photo: Frantz Casimir, Swiss Post Solutions/American Chemistry Council



Massachusetts Association of Hazardous Materials Technicians 25th Annual Training Conference - September 21-23, 2016 - Plymouth, MA
"Nor'easter" Outreach - Donna L. Lepik, American Chemistry Council/TRANSCAER® and Mike Callan, Callan & Co. Ltd., meeting and greeting during the annual MAHMT's training conference.
Photo: Kristinia Kreutzer, DuPont



National TRANSCAER® Task Group Preps IAFC's HazMat Committee - June 15, 2016 - Baltimore, MD
National TRANSCAER® Task Group Vice Chairman, David Binder, Tanner, Inc. provided members of the International Association of Fire Chief's Hazardous Materials Committee with a TRANSCAER® briefing prior to the opening of the annual IAFC's International HazMat Response Teams Conference.
Photo: Donna L. Lepik, American Chemistry Council/TRANSCAER®



IAFC International HazMat Response Teams Conference - June 17, 2016 - Baltimore, MD
Reconnecting - (pictured l to r) Donna L. Lepik, American Chemistry Council/TRANSCAER®; Ron-Hsin Chang, Industrial Technology Research Institute; Hung-Yu Wu/Industrial Technology Research Institute; Barry Lindley, Specialized Professional Services, Inc.; Chia-Lin Lee(Josh)/Chung Yuan Christian University; Joe Milazzo, CHEMTREC® and Bob Wible, CHEMTREC®.



Emergency Preparedness & HazMat Response Conference - November 1-4, 2016 - Pittsburgh, PA
Old Friends! - Barry Lindley, Specialized Professional Services; Carol Adams, Carol L. Adams MPM, CEM, CBCP, MEP, Allegheny County Sanitary Authority (ALCOSAN); and Donna L. Lepik reconnecting during the annual Emergency Preparedness & HazMat Response Conference in Pittsburgh, PA.
Photo: Katrina Harris, Bridge Consulting Corp.



North American Fire Training Directors 2016 Annual Conference September 26-28, 2016 - Milwaukee, WI
In break mode, John C. Woulfe III, International Association of Fire Chiefs and Donna L. Lepik, American Chemistry Council/TRANSCAER® take a selfie during an IAFC/TRANSCAER® outreach strategy planning session.
Photo: Donna L. Lepik, American Chemistry Council/TRANSCAER®



FireShowsReno - October 6, 2016 - Reno, NV
Making New Friends - Anne Mullinax, California State Firefighters' Association, learns about TRANSCAER® and CHEMTREC® and offers to share our outreach training materials with California responders attending their annual conference last fall. Photo: Donna L. Lepik, American Chemistry Council/TRANSCAER®



HOTZONE HazMat Conference - October 19-21, 2016 - Houston, TX
Ready, Set, Action! - Donna L. Lepik, American Chemistry Council/TRANSCAER® is set up and ready to share CHEMTREC® and TRANSCAER® information with the hundreds of responders making the rounds during the annual HOTZONE HazMat Conference exhibits.

Updates

& Resources

**COMING
THIS SPRING**



U.S. Department of Transportation
Pipeline and Hazardous Materials
Safety Administration



PHMSA STREAMLINES HAZMAT INCIDENT REPORTING WITH NEW SYSTEM COMING IN THE SPRING OF 2017

ARTICLE PROVIDED BY USDOT/PHMSA

FILLING OUT A DOT 5800.1 FORM FOR a hazardous materials transportation incident is getting a whole lot easier. The Pipeline and Hazardous Material Safety Administration (PHMSA) developed the new system to improve efficiency and modernize performance, in addition to providing a more user-friendly experience for our stakeholders. The system benefits both internal and external stakeholders; internally it provides improved process flow and automation, while externally it implements a simpler and more efficient reporting function. As part of PHMSA's IT Modernization, this new system addresses both processing and user issues, and provides step-wise functionality.

Some of the key features include:

- Built in tool-tips to assist the user when entering data
- Built-in user guidance tool (not a separate document) to improve data quality
- Built-in business rule validations to ensure data accuracy
- Ability to upload supporting documents when submitting the 5800.1
- System-generated email notification (7, 14, and 21 days) for incomplete or abandoned reports
- System-generated email notifications (11 months after date of incident) to ensure compliance to 49 CFR 171.16(c)
- Enhanced ability to submit complex incidents (i.e. a single report for an incident with multiple materials and multiple shippers).

With a new incident reporting system available to filers, PHMSA expects to see an increase in completion rates, improved quality control measures, more accurate and reliable data, and increased efficiencies reducing both government and industry costs.

All stakeholders will benefit from improved data quality as incident data is critical to understanding the risks and consequences of transporting hazardous materials to both people and the environment. Reliable and consistent reporting of incidents can serve as a strong indicator of a good safety program, and the new incident reporting system will help support this goal.

This new system can be summed up in four words: Comprehensive, Intuitive, Modern, and Flexible. ■

**IF YOU ARE INTERESTED
IN LEARNING MORE
ABOUT THE NEW INCIDENT
REPORTING SYSTEM,**

or would like to set up a demonstration to learn how it works, please contact Yolanda Braxton, Data Operations Coordinator at: Yolanda.braxton@dot.gov .

ANNOUNCING SPST OPEN APPLICATION PERIOD



FUNDS ARE NOW AVAILABLE FOR THE FY17 SUPPLEMENTAL PUBLIC SECTOR TRAINING (SPST) GRANT. The SPST Grant serve the purpose of aiding national non-profit organizations with training instructors to conduct hazardous materials response training programs for individuals with a statutory responsibility to respond to hazardous materials accidents and incidents. The application materials are available for review and submission on www.Grants.gov .

SPST grant will be made through a competitive process to nonprofit organizations that demonstrate expertise in conducting training programs for hazmat employees, and the ability to reach and train target populations of hazmat employees. ■

Link to Additional Information: FY17 SPST Funding Opportunity - <http://www.grants.gov/web/grants/search-grants.html>

**The HMIT Grants Team
The Hazardous Materials Emergency Preparedness (HMEP) Grant Program**

U.S. Department of Transportation
Pipeline and Hazardous Materials Safety Administration
Office of Hazardous Materials Safety
HMEP.Grants@dot.gov
(202) 366-1109 phone
(202) 366-3753 fax



HAZARDOUS MATERIALS RAIL SHIPMENTS:

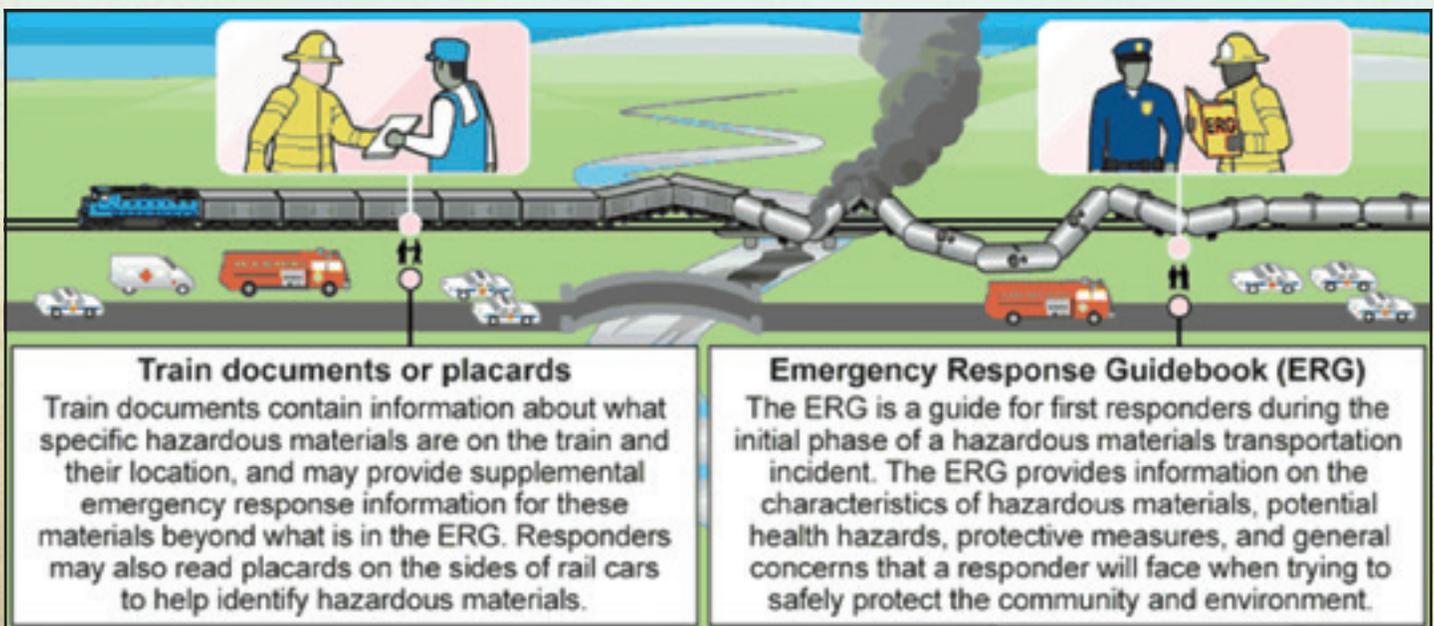
A REVIEW OF EMERGENCY RESPONSE INFORMATION IN SELECTED TRAIN DOCUMENTS

WHAT GAO FOUND

To help emergency responders safely handle rail accidents involving hazardous materials, selected railroads transporting hazardous materials typically carry two sources of information: the Department of Transportation's (DOT) Emergency Response Guidebook (ERG) and information in the trains' documents. Federal Hazardous Material Regulations require railroads and other hazardous material transporters to carry emergency response information that describes immediate hazards to health and risks of fire or explosion, among other things. Representatives

from all 18 railroads GAO interviewed told us that they carry the ERG on their trains. According to DOT officials, the ERG's use is not required by regulation, but the rail industry views it as a national standard for emergency response information. GAO review of selected train documents showed that they have a basic description of each hazardous material being transported, including the identification number and proper shipping name, as well as an emergency response telephone number. Six of the 7 Class I railroads and 5 of the 11 selected Class II and III railroads also included emergency response information in these documents. According to four emergency response associations, in the first 30 minutes after a rail incident, emergency responders primarily use the train documents to locate and identify hazardous materials and use the ERG to identify potential response actions.

EMERGENCY RESPONSE INFORMATION USED IN THE FIRST 30 MINUTES OF A RAIL ACCIDENT



Source: GAO analysis. | GAO-17-130

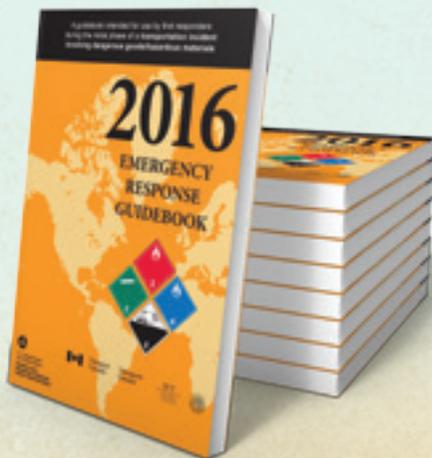
GAO-17-130: Published: Dec 2, 2016. Publicly Released: Dec 2, 2016. • To View Full Report: <http://www.gao.gov/products/GAO-17-130>

GAO found that the emergency-response information in the ERG and the GAO-reviewed train documents of the selected railroads were generally similar, but differed somewhat in the level of specificity and type of information. For the 72 frequently shipped hazardous materials GAO selected, the train documents at times described hazards, mitigation measures, and protective-clothing requirements more specifically than the ERG. The ERG provided more detail on evacuation distances. However, for 6 selected hazardous materials, the recommended evacuation distances in the ERG differed from the supplemental emergency response information which is provided by the Association of American Railroads' (AAR) Hazardous Materials Emergency Response Database. AAR decided in August 2016 to discontinue the database, removing the potential for discrepancies between the ERG and the supplemental emergency response information from AAR going forward.

WHY GAO DID THIS STUDY

In November 2012, a train derailed in Paulsboro, New Jersey, releasing about 20,000 gallons of vinyl chloride, a hazardous material. The National Transportation Safety Board (NTSB) found, among other issues, that the supplemental information in the train's documents on responding to emergencies involving vinyl chloride was inconsistent with and less protective than emergency response guidance in the ERG. Congress included a provision in statute for GAO to evaluate the differences between the emergency response information carried by trains transporting hazardous materials and the ERG guidance. This report examines (1) what emergency response information is carried on trains by selected railroads transporting hazardous materials and how responders use it, and (2) how selected railroads' supplemental emergency response information compares to information in the ERG.

GAO reviewed the ERG and other relevant literature and met with DOT and NTSB officials, among others. GAO interviewed all 7 larger Class I railroads and 11 smaller Class II and III railroads that carried hazardous materials in 2015. GAO compared the supplemental emergency response information with ERG information for 72 frequently shipped hazardous materials from a nonprobability sample of train documents provided by 10 of the 18 selected railroads. ■



FOR MORE INFORMATION,

contact Susan Fleming at (202) 512-2834 or flemings@gao.gov.

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Airgas. 
ACE PROGRAM

Airgas Container Emergencies Program

Airgas, the largest U.S. distributor of industrial, medical and specialty gases welcomes employees and responders to this dedicated training site to promote safe emergency response practices while protecting the environment and communities.



Airgas Container Emergencies Program

ACE Program is designed to aid emergency responders in recognizing, identifying and understanding the basic components of cylinders, containers and cargo tank trucks used to transport Airgas chemicals.

It addresses objectives for non-bulk and bulk containers used in the NFPA 472 Standard – Professional Competencies For Responders To Hazardous Materials and WMD incidents.

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The opportunity to exercise response plans by developing plausible scenarios and assigning roles offered an excellent method of evaluating plans without (all) the pressures of a real event. Can't you almost catch the aura of the piñons here on the Front Range ridges north of Colorado Springs? Photo: Brock Lowman



The San Bernardino, CA Fire Department conducts a "hot wash" debrief following a TRANSCAER® sponsored drill. Photo: Ed Chapman

(continued from page 9)

Once they crept into the decks, though, we noticed a tremendous increase in responder interactions so they were there to stay.

We created new training opportunities using hazmat event images and offered tabletop exercises. As the routine cadre of program topics wasn't getting sufficient interest from the audiences, Brock included "slide slides" (photographs of playground slides, rock slides, avalanches, etc.) and varied the number in each training session to test audience awareness. It was quite a collection of slides from across the 28 BNSF-served states and bonus points were awarded if anyone recognized a particular location. We freely tried different ways to spark responder attention and aid in instilling the key learning points.

Drills became a frequent part of the offerings after we began using our own training tank car. What better way to train for events than through simulations using air and water? And all aspects of preparedness plans could be evaluated as well.

To reach other community responders, we mixed our Hazmat Awareness program with Operation Lifesaver. Sharing the critical aspects of our TRANSCAER® curriculum with law enforcement personnel heightened their awareness of responding to potential hazmat events. It also sensitized all emergency responders to remain alert around the safe, though unforgiving, railroad environment. →



The land of 10,000 lakes, Ball Club, MN, hosted a BNSF training event that included a response drill. Photo: Brock Lowman

(continued from page 55)

Tank Cars Weren't (Originally) Us:

Before the creation of the BNSF 99911 training car, it was the usual practice to utilize shipper cars for the outside 'show-and-tell' portion of the program. The 'always generous' included Farmland Industries, Mobil and Chevron.

Of course there were those times when loaner cars didn't arrive and we had to 'borrow' local cars from the rail yard ("we had our ways").

Shortly after the 1996 rail merger we began using the Chevron Safety Train training tank car. Suddenly the car was getting considerable use and Chevron took note of the favorable outreach. Our lives were about to change in 1998. It's hard to say if it was the 'end of the beginning' or the 'beginning of the end' for us.



Clockwise from top right: Albuquerque responders are receiving a safety briefing before touring the rail equipment; Teaming up with industry sponsors made for great training events. Folks like Farmland were always quick to provide actual tank cars for training event show-and-tell. Their cars stayed with us for a summer tour that included a stop in Kennewick, WA; Doing a drill at the Santa Fe rail yard in Kansas City, KS during 1995 are the Wyandotte, Kansas City, KS and Overland Park, KS Fire Departments. The equipment was just what was on hand in the rail yard, but was put to good training use. Photos: Brock Lowman



A New Addition to the Family:

Know anyone that carries a picture of a hazmat training tank car in their wallet to share like family photos? Probably not, but Chevron made us a deal we couldn't refuse and suddenly we had our very own hazmat training car! But the exuberance was short lived. An entire chapter of a book could be written on the rebuilding of the CPDX 911 to the BNSF 99911, which would begin with Brock assigned to the shop to coordinate the work. So, the first move was to a tank car shop for upgrades and a new paint job.

Originally the Amoco and Chevron training cars had only one entry point to get inside to see the valve displays, which was through the manway. The side "porthole" or escape hatch, evolved after a few years to ensure emergency access. The challenge was on to making safer,

easier ingress/egress for visitors and trainers. Creating an end door for the car was the solution. It worked after lots of discussion and with a little of the boilermaker motto (cut to suit, heat to fit and paint to match). The car shop agreed to →



The "guts" to make the training tank car perform were all packed into a cabinet on the side of the car. All the functionality required frequent adjustment to ensure a quality learning experience for responders. Photo: Brock Lowman



Although someone once remarked that BNSF had a NASCAR looking training tank car, it was always a crowd pleaser due to the range of displays and in-depth sharing of explanations (and a few war stories). Photo: Brock Lowman



A bit west of Flagstaff on the original Route 66 is Williams, AZ where a class is in progress. The Chevron "Safety Train" training tank car was a great tool for training and always kept responder interest. A few years later, BNSF purchased and refurbished the car to become the centerpiece of the training portfolio. Photo: Brock Lowman

(continued from page 54)

work without blueprints, so the work was an "imagineering" project.

Another big change was to cut through the double bulkhead (CPDX 911 was originally a two compartment car) between the classroom compartment and the former water tank. A tunnel was created to provide access between the tanks and then a water tank was positioned with flexible plumbing installed to the various tank valves and fittings for functional operation during classes and drills. A generator and air compressor were installed in a side storage compartment along with a valve manifold to

control water and air flow to the valves on top and bottom of the car.

Before eliminating the use of one 11,000 gallon compartment as a water reservoir, trainers had to pump at least 7,000 gallons into the tank, and then pressurize it. This involved finding a water source, hopefully from a nearby fire hydrant but sometimes the fire department had to bring us water to fill the car. The car carried over 150 feet of 3 inch fire hose and all the appropriate fittings and tools to operate a hydrant. But what a chore to be rolling and unrolling wet hose! Pressurizing the tank to



Drills could exercise the decontamination plan for exiting responders through setting up the specified equipment. Photo: Brock Lowman

make the valves work resulted in a little creative thinking. Our 'trick' was to lay a hundred feet of pressure hose to connect to the locomotive air reservoir – mission accomplished. Eventually water transfers caused other issues, such as disposal afterwards. One vivid memory was the time when the pressurized tank was nearing its empty state but a hose disconnected and the loose end began flailing around in the traffic lanes of Business Route 66 in downtown Flagstaff (in a snow storm). But that's another of Ed's "two Dr. Pepper" stories.

After several challenging months, the BNSF 99911 departed the shop to become the first self-contained fully functional training tank car. Sporting the Chevron logo, the BNSF logo and the TRANSCAER® logo on the car's flanks, it looked like a NASCAR racing prop.

It was quite a novelty and was much in demand, especially for drills to train responders and evaluate response plans.

Can We Get There From Here?

Although we got the "title" for the car, in exchange Chevron retained use for internal refinery training events each year. In the true spirit of TRANSCAER®, Chevron partnered with us at many of these locations for community outreach training.

But then there were all the other 'opportunities', so to mention but a few: long drives to little places for training of six smiling faces and a BBQ supper; hot, humid summer days in Temple, TX when the Houston Fire Department Hazmat Team traveled about 200 miles to use the car; an unexpectedly large turnout in Arizona; Mandated training tour on Washington's Stampede Pass line; Long weeks under the shed at Commerce, CA so that the Los Angeles County and City Fire Departments could come to us at a fairly central location; Coordinating drills in the Alameda Corridor (35 feet below street level); tours from Kansas to California; night drills (because Murphy isn't proficient at scheduling bad events); Drills with bomb squads and their robots; working with Chicago's Metra to do training and drills; and, experiencing Fire Department tone-outs while training was in progress. One such event left (and in less than a minute) Brock, the projector and screen, standing alone in an empty engine bay surrounded by diesel smoke and empty shoes.

Fortunately the regular requests to participate in fire schools in Nebraska, North Dakota, Kansas, New Mexico and others provide a sane (for us) method of sharing TRANSCAER® training with geographically diverse responders. It was always gratifying to be on the request line and interface with a whole state of emergency responders at one location! →

Several hundred emergency responders attended a regional training event hosted in Wickenburg, AZ. Ed Chapman offers some information concerning the fittings typically found on an anhydrous ammonia tank car protective housing. Photo: Brock Lowman





(continued from page 55)

It was hard to say no to these requests, but if we did, they quickly reserved training for the next year.

As the TRANSCAER® network grew to include state and regional coordinators, so did the opportunities to do training jointly with other railroads and shippers. This was a great way to utilize resources and provide training in a more organized approach that avoided duplication of efforts. Joint TRANSCAER® tours, combining with Union Pacific, Central California Traction, Utah Railway or Montana Rail Link were a real win for all parties.

But, what if you got to the location and the training car wasn't to be found? It was quickly learned that the car had to be monitored 25x8 to keep it moving as planned. To supplement the internal BNSF computer system, our arsenal evolved to include GPS units on the car. One of the more interesting events was an evening when the car appeared to be moving in the computer, but then the GPS unit showed it to be stationary. It was soon discovered that the GPS unit had fallen off the car (it was found sitting in a road crossing just as it indicated) and the training car was in fact enroute. It turns out to be just another case of being all in a night's work. →

Clockwise from top right: The BNSF training tank car and hazmat team were regulars at the Nebraska Fire School such as seen here in May 2012; Night time training and drills were fun, too! The training car was equipped with portable lighting to aid in flexible scheduling of training (especially for volunteer fire departments); A tour stop in Ellensburg, WA drew several dozen local first responders for a training session one summer day in 1997; Los Angeles County Fire Department technicians get task practice replacing a frangible disk on the BNSF training tank.

Photos: Brock Lowman.

(continued from page 56)

"Care and Feeding" of a Training Tank Car:

Keeping the training tank car operational while on the road frequently required some extra creativity as maintenance seemingly increased exponentially with all the new features. The car experienced failures of a number of elements, but most common were the generators and air compressor. These would sustain damage after breaking loose from their mountings and sustained damage. The in-train forces required stronger fastenings than initially envisioned. In fact everything had to be made to withstand the rigors of constantly traveling most months of a year. Furthermore, winter provided hazards to the water system so the tanks and lines had to be drained and winterized between stops. There are memorable occasions when assistance was sought from local folks and the railroad 'can do' attitude came shining through. Then during the winter maintenance visits to Topeka or Newton, BNSF personnel used innovative approaches to improve reliability and streamline the routine operations.

A price tag can't be placed on the worth of what has been done or of the entire impact of TRANSCAER®.

Modus Operandi:

Through TRANSCAER® we put down deep roots in training responders during the tremendous growth of intermodal hazmat, ethanol and the petroleum crude oil. Starting with less than one-hundred responders trained "back then," BNSF now annually trains about 10,000 responders annually. Why? There was, and still is, no better way to build trust and friendship.

Brock has proffered that 'TRANSCAER®' is not just a noun (e.g. 'program') but it is also a verb and an adjective. Regardless, you just have to go out and do it!



Visiting Southern California in the early months of the year was good utilization of the training equipment. Here at the City of Vernon, a LA suburb, fire fighters take in the details during the on-the-ground portion of a training class. Photo: Brock Lowman

Would We Do It All Again?

For sure! In our field roles we were all about making hazmat preparedness and response safer by helping emergency responders. A price tag can't be placed on the worth of what has been done or of the entire impact of TRANSCAER®. When arriving on scene at a location where things have gone bad, the worry turns to friendly handshakes and things get better when the Hazmat Captain or Battalion Chief recognizes you. The trust is already there from previous training or participation in Local Emergency Planning Committee (LEPC) meetings.

We were making friends wherever we went through our willingness to put out the extra effort to do TRANSCAER® by meeting emergency responders. We endeavored to talk their language and showed them that the railroad was not a mysterious danger, but hard working folks that usually move freight safely. Sure, it was a real grind at times, but it is very rewarding to know that TRANSCAER® has helped make a difference! ■



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NATIONAL TRANSCAER® TASK GROUP 2017

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NOTES
from the
PAST CHAIRMAN

THE TRANSCAER® WAY

Partnership, Service, Dedication and Camaraderie

As I write my last column as Chair of the National TRANSCAER® Task Group and prepare to hand over the gavel to my friend Keith Silverman, I've been thinking about the line from Frank Sinatra's classic song that says "I did it my way." It is a great song and great line, but for TRANSCAER® folks, it is more appropriate to say we do things "Our way, the TRANSCAER® way."

I believe "the TRANSCAER® way" is based on several key elements, starting with the unique partnership we've built. I can think of few examples where representatives from such varied industries, many with differing views on a wide range of issues, daily work together to fulfill a shared vision and achieve our common goal of preparing local responders to face transportation hazmat emergencies.

The partnership rests upon a strong tradition of service that is built into the culture of the TRANSCAER® organizations. The partner associations and the companies they represent forged a tradition of community and national service that preceded TRANSCAER®, and today they engage in numerous other volunteer and socially responsible activities. Service too is part of "the TRANSCAER® way."

During my tenure as Chair, I gained a new and deeper appreciation of the dedication of the entire family of TRANSCAER® partners. I saw firsthand how much work goes into creating effective programs for all our products, and how each volunteer, and their companies, directly contribute to our success.

The record of achievement speaks for itself. Today, TRANSCAER® provides training for anhydrous ammonia, chlorine, ethanol and petroleum, as well teaching rail car and emergency response basics. In 2016 alone, our combined efforts resulted in hundreds of training activities, including onsite training sessions, workshops and webinars, that engaged thousands of students. Not surprisingly, TRANSCAER® is known as a go-to training

and education resource by emergency responders, their local and national organizations and officials at all levels of government, including recognition by the Federal Railroad Administration.

This success is driven by our dedicated team of veteran trainers, organizers and managers, without whom we simply could not have a program. Moreover, we are developing a cadre of new leaders to build on past success. Together, our old hands and the next generation of trainers share in a camaraderie unique to people who volunteer to help others, a reminder that dedication and strong personal relationships also are part of "the TRANSCAER® way."

In parting, there are many people I wish to thank for their assistance and support, but space is far too limited to list all of you. However, I am happily obliged to say thanks to my mentor and colleague Rollie Shook, a true TRANSCAER® visionary, and to our combination Dean of Students and Drill Sergeant, Donna Lepik. I hope they and all of you agree that throughout my time as Chair, we did it our way.

I wish everyone a Happy Healthy New Year and I know you will be as supportive and helpful to Keith Silverman as you've been to me.

Thank you and best regards,



Frank Reiner

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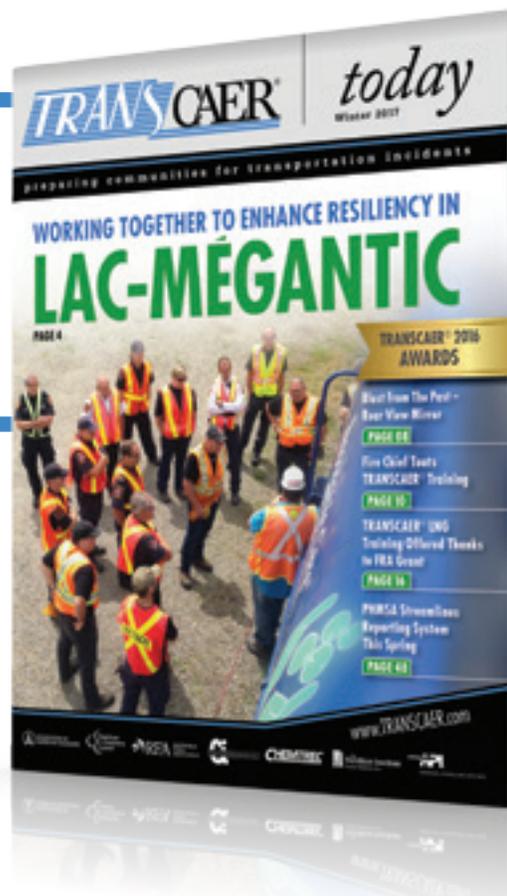
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