



2023-2024  
*today*



*Assisting Communities & Training Responders*

[www.TRANSCAER.com](http://www.TRANSCAER.com)



## Joseph L. Taylor

Director Chemical Safety  
CSX Transportation  
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***Our programs are the best in the business and our instructors and collaborators are the some of the top experts in the industry (or their fields)!***

# Letter from Chair

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### Greetings TRANSCAER®,

On behalf of the Executive Committee, thank you for the opportunity to publish and distribute this magazine, which is the result of tremendous efforts from Coordinators, Sponsors, Partners, Members and supporting staff. As you browse, read, and share, please join me in celebrating the accomplishments of all TRANSCAER® team members that have contributed to this collection.

For more than forty years, TRANSCAER has fulfilled its mission of preparing communities for hazardous materials transportation incidents. This is never more evident than the successful delivery of sponsored training events across North America to our vast and diverse audiences. Our programs are the best in the business and our instructors and collaborators are the some of the top experts in the industry (or their fields). I will suggest that the true value of TRANSCAER today is so much more than the number of events and attendees. A density study, a mention at a local emergency planning committee meeting, a podcast, a Seconds Count video, or minutes spent on an augmented reality scenario

informs and prepares our intended audiences. The **essence** of TRANSCAER is the vast network of resources that our communities have access to through our incredible **team**.

For decades, we have successfully trained and prepared tens of thousands of responders. Ironically, in an era where there are abundant mediums to communicate, our greatest challenge continues to be educating today's leaders. In addition to the outstanding delivery of training, I challenge all of you to seek out new opportunities to spread the word about our great organization and encourage community and agency leaders to engage TRANSCAER to fully understand all of the resources available.

I am grateful for all of your continued efforts and tireless dedication to TRANSCAER and our mission. Your contributions are recognized and provide incredible value to the overall success of our entire team. I hope you are able to enjoy and learn as much from these pages as I do.

Sincerely,  
**Joseph L. Taylor**

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Last year TRANSCAER® held a Regional Hazmat and Transportation Training Event that also included a live-release ammonia drill. TRANSCAER brought together CPKC, Tanner Industries, Inc., and Kenan Advantage to present on Railroad 101 and provide hands-on time with their training trailer, Ammonia Emergency Response and conduct the live drill, and Highway Cargo Trailer Incident Response and an overview of a DOT 406 trailer.

The training drew attendees from all six (6) states in the Northeast Region of the U.S.: Connecticut; Maine; Massachusetts; New Hampshire; New York; and Vermont. Additionally, we had attendees from Quebec.



Instructors at the Hazmat and Transportation Training Event at York County Community College.

Left to Right: Kevin Sarzynski (York County Community College), Chris Allen (York County EMA), Bob Kelly, Clem Schimikowski (CPKC), David Binder (Tanner Industries), Hawk (YCCC Mascot), Roger Hooper (York County Fire & EMS), Erica Fischer (TRANSCAER), Ed Leisenfelder (HEPACO, LLC).

# About the COVER



*"The strength of the team is each individual member. The strength of each member is the team."*

*-Phil Jackson*

Photo credit: Erica Bernstein Fischer, Director of Training, Outreach, and Partnerships, CHEMTREC®

**We appreciate the following organizations participating in this training in Wells, Maine held in partnership with the York County Office of Fire & EMS at the York County Community College:**

- Brunswick Fire Department
- Central New Hampshire Hazardous Materials Team
- City of Dover Fire & Rescue
- Concord Fire Department
- Connecticut Department of Energy and Environmental Protection
- Environmental Protection Agency
- Essential Power, Newington
- GAC Chemical Corporation
- Hampstead Fire-Rescue
- Hampton Fire Rescue/START
- HEPACO, LLC.
- Kennebunk Fire Rescue
- Maine Department of Environmental Protection
- Maine State Federation of Firefighters
- Manchester NH Fire Dept.
- Nashua Fire Rescue
- Northern Nitrogen Inc.
- Portland Fire Department
- Portsmouth Fire Department
- Portsmouth Naval Shipyard
- Saco Fire Department
- Sanford Fire Department
- Seacoast Technical Assistance Response Team
- START Hazmat Response Team
- Tanner Industries, Inc.
- Vermont Hazardous Materials Response Team
- Wells Fire Department
- York County EMA
- York County Hazardous Materials Regional Response Team

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## AWARDS



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# Congratulations 2022 TRANSCAER Award Recipients

The TRANSCAER® Awards Program celebrates the remarkable accomplishments of individuals, companies, and organizations that excel in promoting, demonstrating, and implementing the principles of TRANSCAER. We deeply value the time, energy, and dedication each of you has contributed and extend our heartfelt thanks for your outstanding commitment to enhancing safety in communities nationwide.

The following distinguished companies, organizations, TRANSCAER team members, and overall outstanding individuals are being recognized for their exceptional contributions in 2022:

## **DISTINGUISHED SERVICE AWARD**

Mike Croke

## **CHAIRMAN'S AWARD**

Ken Collins

Kenan Advantage Group

## **NATIONAL AWARDS**

Renewable Fuels Association

Norfolk Southern Railway Company

Tanner Industries, Inc.

CN Dangerous Goods Team

BNSF Railway

CPKC

Union Pacific

CSX Transportation

## **REGIONAL AWARDS**

Kansas City Southern Railway Company

Grupo Mexico Transportes - Ferromex

## **TORCH AWARDS**

Tim O' Brien

Francisco Gonzalez

## **COORDINATOR OF THE YEAR**

John Vergis – Ohio State Coordinator

## **INDIVIDUAL RECOGNITION AWARDS**

Keith Silverman

Scott Walden, Sr.

Joel Hendelman

Tony Scaraggi

Tom Miller

Matt Reed

Ralph McNemar

Bret Barnett

Dan Wright

Kenneth "KC" Childress

Mark Follett

Jared Sharp

Matt Paynter

Jonathan Kammerer

Mike Murphy

Jeremy Goehring

Doug Squartino

Rick Hughes

Drew English

Duane Carpenter

John Vergis

Drew McCarty

Scott Deutsch

Jon Simpson

Scott Gould

Joe Taylor

Derek Lampkin

Clay Reid

Brian Weber

Chris Pape

Nick Highfill

Antonio Rodriguez

Jorge Alberto Velasquez

Missy Ruff

Daphne Magnuson

Clem Schimikowski

Tony Houdyshell

Jon Gardiner

Ed Dankbar

Michael Magee

Robyn Kinsley

David Binder

Bob Kelly

# Featured Award Pictures

## Chairman Award



*Ken Collins (CN Rail) receives his Chairman's Award from Paul Holt (Union Pacific Railroad).*



*Dan Wright (KAG) accepts the Chairman's Award on behalf of Kenan Advantage Group, presented by Erica Bernstein Fischer (TRANSCAER/CHEMTREC) at the ACC Member Partner Supply Chain Workshop in Houston, TX.*

Ken Collins stepped in as chair for Paul Holt for a significant portion of 2022. He has gone above and beyond to advocate for, demonstrate, and implement the principles of TRANSCAER.

Kenan Advantage Group significantly enhanced TRANSCAER's presence in the highway sector last year. Starting in January 2022, they participated in the LNG Safety and Emergency Response Session in Monroeville, Pennsylvania, marking the first event to feature a cargo trailer for the LNG course, training over 100 individuals. They continued their support in Fairfax, VA, providing multiple cargo trailers and instructors for the Highway and Ethanol Training, which had over 175 attendees over three days.

## National Achievement Awards



*BNSF Railway Team accepting the company's TRANSCAER National Award*  
*Left to Right: Jeff Hankins, Pat Brady, James Farner, Emily Spears, Paul Hester, Justin Piper, Clay Reid, Nic Winslow, Derek Lampkin, Mike Sheehan*



*Left to right: Paul Holt (UPRR), Missy Ruff (RFA), Ken Collins (CN Rail), Clem Schimikowski (CPKC), Derek Lampkin (BNSF Railway), Pete Kirk (Dow Chemical).*



## Torch Awards



*Tim O'Brien being awarded his 2021 Torch Award. Left to Right*

*Back row from left to right: Damian Guy, Jake Hammer, Rusty Thompson, Milo Milovanovic, Cody Osborne, Nick Roble, Mike Algots, Mark Newton, Chip Heard, Kyle Keeling, Robert Bavier, Lane Sekavec*

*Front row from left to right: Steven Preston, Josh Guillory, Jake Phillips, Tony Inciriaga, Cris Burch, Tim O'Brien, Ray Vasquez Jr., Leo Marquez, Jesse Duplechin, Paul Holt, Thomas Robinson Jr. Kristian Ahrens Jr., Matthew Thompson*

## Individual Recognition Awards



*Left To Right: Mark Follett (KAG), Jennifer Membreno-Maltez (CHEMTREC), Brett Barnett (KAG)*



*LNG Instructors Scott Walden and Joel Hendelman accepting their Individual Recognition Award.*

*Left to right: Missy Ruff (RFA), Clem Schimikowski (CPKC), Joe Taylor (CSX Transportation), Matt Paynter (Nutrien), Derek Lampkin (BNSF Railway)*

# A Surprise Award, MANY YEARS IN THE MAKING!

Akron, OH October 31 – November 1, 2023

Wheeling and Lake Erie Railway was once again proud to host another quality training event sponsored by The Chlorine Institute in October and November of 2023. The event was held in our Brittain Yard in Akron, Ohio. We started the day off by classroom training in a nearby Fire Union Hall and then proceeded to the railyard for the hands-on portion of the training. We had ninety-eight attendees for this event from Summit Fire Department and surrounding counties.

What made this a special training event for me is that I received a very memorable surprise from our TRANSCAER Director Erica Bernstein. Erica had mentioned that she was going to try to attend because she was going to be in Ohio anyways. I thought that was great, since 8 years earlier, at the same location, Erica attended her very first TRANSCAER training event, that I hosted. We even had some of the same trainers at this event that were here back in 2016, which made it all that more memorable.

I finished my portion of the classroom training in the late morning and then headed out to pick up the pizzas for lunch. When I got back, I saw Erica was there, which was great. After we finished lunch, we proceeded to do a briefing on the next step of the training, which was going out to the rail yard. Erica then asked if she could speak to the group. Of course I wasn't going to say no! Erica approached the front of the room, and as I was packing up my computer, she started talking about the TRANSCAER organization and talked about its State Coordinator program. I was listening but concentrating more on putting my materials away. As I listened, I heard her start to talk about a State Coordinator who, from her description, did the exact same things that I did in the past, which I thought was weird. She then proceeded to talk about the new Coordinator of the Year Award that TRANSCAER came out with and said that this coordinator was elected to receive it. It took me a while, but I finally caught on and realized it was me she was talking about. I was embarrassed. She then announced I



*John Vergis (Wheeling & Lake Erie Railroad) and Erica Fischer (CHEMTREC/TRANSCAER)*

was the very first recipient of the TRANSCAER Coordinator of the Year Award and then proceeded to present it to me in front of the class.

By this point, I had been the State Coordinator for Ohio for 14 years. I was speechless and honored that I was chosen. It was cool that there were people in the room that have known me and have worked with me for many years. In all my efforts for the TRANSCAER organization, I have never done a thing while thinking of personal gain, but to enrich

**TRANSCAER Awards were presented throughout last year for efforts in 2022.  
Stay tuned to learn about our 2023 recipients!**

the lives of those around me and hopefully enable them to work a rail incident more safely and be able to return to their families.

I cannot thank the awards committee enough for selecting me for the inaugural award. I cannot thank Erica enough for the thoughtfulness of coming to Ohio and presenting me with it. Getting this award and having some of the same folks there that were there 8 years ago was awesome. It demonstrated to me that the HazMat world is small and is very much like family. My company and myself think highly of the TRANSCAER organization and look forward to many more years of working together to train first responders.

Thank you again!

John Vergis,  
Hazardous Materials Officer/W&LE Railway

***“I cannot thank the awards committee enough for selecting me for the inaugural award.”***



## The TRANSCAER Awards Program is designed to:

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



**To learn more about transcaer awards, visit [transcaer.com/awards](https://transcaer.com/awards)**





# SPONSORSHIP PROGRAM



## Why become a sponsor?

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# Sponsorship Highlights

SPONSORSHIP BENEFITS	Champion (\$11,500)	Supporter (\$8,500)
Representative & Voting Ability on NTTG	✓	✓
Company logo on TRANSCAER® homepage	✓	✓
Access to TRANSCAER Coordinator Portal	✓	✓
Ability to promote your support of TRANSCAER with the use of the “Proud Sponsor of TRANSCAER” logo	✓	✓
Company description and website link on TRANSCAER Sponsorship webpage	✓	✓
Acknowledgement of Sponsorship & Training Program in a dedicated slide of TRANSCAER Overview Presentation	✓	✓
Supporting emergency responders and communities across North America through the TRANSCAER Program	✓	✓
Company logo on TRANSCAER Champion Sponsor banner utilized at all national-level hazmat conferences where TRANSCAER attends with an exhibit booth	✓	-
Promotion of your company logo and yearly training recap in TRANSCAER Fact Sheet (distributed at all national-level conferences that TRANSCAER attends and in the TRANSCAER Outreach Package)	✓	-
Ad in the next edition of TRANSCAER <i>today</i> Magazine	Full Page	Half Page
TRANSCAER apparel items for your company and/or instructors (issued annually)	10	5
TRANSCAER website ads annually	4	2
Non-commercial articles in the next edition of TRANSCAER <i>today</i> Magazine	3	1
Training promoted via ad on TRANSCAER’s social media accounts	3 events per year	1 event per year

**For additional questions regarding TRANSCAER’s Sponsorship Program please contact:**

Erica Bernstein Fischer through email at [eberstein@chemtrec.com](mailto:eberstein@chemtrec.com) or call (703) 741-5524.

# 100 OF CHLORINE SAFETY & EMERGENCY PREPAREDNESS YEARS

Article By: Robyn Kinsley, Vice President of Transportation & Emergency Preparedness & Cindy Kuranchie, Director of Membership & Outreach, The Chlorine Institute



On March 12, 2024, The Chlorine Institute (CI) turned 100 years old! From its inception, CI has focused on chlorine safety at facilities and in transportation, as well as preparing first responders and communities in a chlorine emergency. This dedicated attention has resulted in hundreds of chlorine safety and emergency response publications and resources, along with significant reductions in chlorine facility and safety incidents. All of these efforts contribute to making the industry and communities safer. Some of CI's efforts that are directly related to chlorine transportation safety and emergency preparedness include the following:

## Safety & Emergency Response Publications:

CI has a collection of about fifteen chlorine transportation and emergency response pamphlets and videos focused on topics like: proper handling, loading, unloading, preparation for transport, continued package maintenance and qualification, and

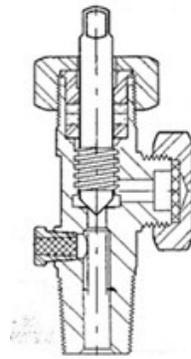


CI Pamphlets & Video

emergency response considerations. These safety publications guide the industry with preferred practices to avoid chlorine incidents from occurring in transportation and at production and use facilities, as well as prepare responders if a chlorine release were to occur in transportation. In addition to the chlorine emergency kit resources discussed below, CI also has a video especially for first responders titled "Chlorine Emergencies: An Overview for First Responders" that provides general chlorine awareness and emergency response considerations.

## Transportation Equipment Standardization

Chlorine transportation packages, including 100-lb cylinders, 150-lb cylinders, one-ton containers, cargo tanks, and tank cars, have been standardized to very specific package specifications in the U.S. Department of Transportation's (DOT) and Transport Canada's hazardous materials transportation regulations. Valves designed for chlorine transportation packages have also been standardized to a very limited number of styles for each package. This standardization ensures the industry's



Standard Chlorine Cylinder & Ton Container Valve

operators are familiar with the package designs and knowledgeable in their safe operation to avoid incidents.

## Emergency Capping Kits

CI developed chlorine emergency capping kit designs, including the Chlorine Emergency Kit "A" and the Recovery Vessel (e.g., salvage cylinder) for 100-lb & 150-lb cylinders, Kit "B" for one-ton containers, and Kit "C" for cargo tanks and tank cars. Along with this emergency equipment, CI published instructional booklets and videos to ensure users have access to proper application of the kits to mitigate chlorine leaks. There are currently thousands of these kits located throughout the United States at industry and first responder facilities.



Chlorine Institute Emergency Kit "A"



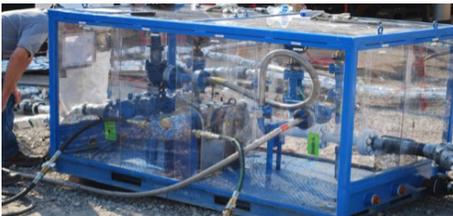
Chlorine Institute Emergency Kit "B"



Chlorine Institute Emergency Kit "C"

## Liquid Chlorine Transfer Pump

CI developed and validated through testing a standard chlorine liquid transfer pump for industry use to reduce the time of field transfers needed as a result of a chlorine tank car derailment. This transfer pump is designed to reduce transfer time, allowing communities to "get back to normal" more quickly. Fortunately, due to the chlorine industry and railroads' efforts in incident prevention, there has not been a need for rapid field transfer involving chlorine tank cars since the availability of this pump.



Chlorine Liquid Transfer Pump

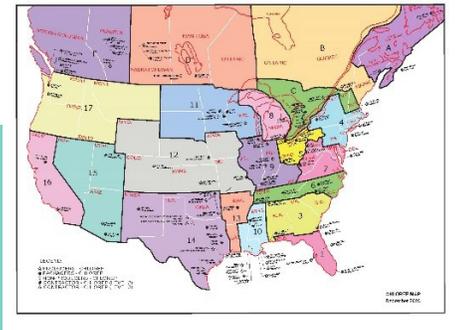
## CHLOREP Mutual Aid Network

In 1972, CI established the Chlorine Emergency Plan (CHLOREP), which is an emergency response mutual aid network that provides rapid and effective response to chlorine emergencies by ensuring that transportation service providers, end-users, first responders, hazmat teams, and others have quick access to accurate information and industry expertise. CHLOREP was initially made up of industry response teams throughout the U.S. and Canada, but more recently CI has expanded the

network into Mexico, so this chlorine response assistance is now available throughout the three countries.

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U.S. & Canada CHLOREP Sector Map



Mexico CHLOREP Sector Map

## First Responder Emergency Response Training

CI has been a TRANSCAER sponsor since its beginning and has since provided free chlorine emergency response training for first responders and communities throughout North America. CI uses its expert CHLOREP Teams and CHLOREP Emergency Response Contractors, and frequently partners with rail carriers, to provide instruction covering awareness of chlorine properties and emergency response considerations, as well as hands-on practice applying the Chlorine Emergency Kits A, B, and C. Within the last ten years, CI added a training tank car and flat car to its first responder training program. CI's first responder training schedule can be found on TRANSCAER's website, and online chlorine courses (in English and Spanish) are available in TRANSCAER's Learning Management System (LMS).



Turn the page to continue reading the article.



## Live Chlorine Release Testing

CI partnered with the U.S. Department of Homeland Security (DHS) in conducting live chlorine release testing in the desert of Utah during 2015 and 2016, for the project known as Jack Rabbit II. Members of CI's CHLOREP Teams and Contractors provided hands-on support in handling the chlorine on-site, including the transport, equipment set-up, and monitoring of the test pad prior to the live testing. Other CI members provided the chlorine product required for the testing (along with sodium hydroxide for scrubbing/neutralization capabilities). The Jack Rabbit project provided invaluable data for the industry, DHS, U.S. DOT, Transport Canada, and other agencies and organizations. This data has fed into the enhancement of chlorine emergency guidance, including the protective action distances for chlorine releases provided in the Emergency Response Guidebook (ERG). It has also been used to modify release modeling software to better predict chlorine release impacts.



Live Chlorine Release During Jack Rabbit Test

The Chlorine Institute remains passionate and committed to chlorine safety and emergency preparedness to support community safety. We are excited to see what the next 100 years entails!

**For more details on all of the resources and programs discussed above, visit The Chlorine Institute's website at [www.chlorineinstitute.org](http://www.chlorineinstitute.org). Also follow CI on social media to find out about training events and more. ■**



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Pipeline and  
Hazardous Materials  
Safety Administration



# NAVIGATING AIRBORNE CHEMICAL EXPOSURE LIMITS IN EMERGENCY RESPONSE: PROTECTING FIRST RESPONDERS AND THE PUBLIC

Article By: Michele M. Twilley, DrPH, CIH, AIHA Chief Science Officer

Emergency responders play a crucial role in safeguarding public safety during hazardous materials incidents involving chemicals that can become airborne and pose a significant threat. Responders can rely on many tools at their disposal to identify chemical releases to air, and to assess the potential for an exposure hazard. Determining the exposure groups and relevant exposure regulations and guidelines can be tricky.

Various regulatory bodies have set standards to manage airborne chemical exposure to workers and communities. In the United States, the Occupational Safety and Health Administration (OSHA) establishes Permissible Exposure Limits (PELs) for workers. OSHA's PELs specify the maximum allowable concentrations of airborne chemicals, noise, and particulates over specific time periods to protect workers during their shifts. PELs are used to select appropriate respiratory protection and trigger certain administrative

requirements like training, medical surveillance, and exposure assessment.<sup>i</sup> States like California have adopted their own PELs.<sup>ii</sup>

Authoritative occupational exposure limits also exist. These include the National Institute for Occupational Safety and Health (NIOSH) Recommended Exposure Limits (RELs)<sup>iii</sup>; the American Conference of Governmental Industrial Hygienists (ACGIH) Threshold Limit Values (TLV)<sup>iv</sup>; and the Occupational Alliance for Risk Assessment (OARS) Workplace Environmental Exposure Limits (WEEL)<sup>v</sup>. These values tend to be more protective of worker health as they are more frequently updated based on the weight of scientific evidence.

On the community side, the Environmental Protection Agency (EPA) has established criteria pollutants that can be harmful to public health and the environment in the National Ambient Air Quality Standards (NAAQS). NAAQS have been established for carbon monoxide, lead, nitrogen dioxide, ozone, particulate matter (2.5 and 10  $\mu\text{m}$  aerodynamic diameter), and sulfur dioxide. The averaging time varies for NAAQS from 1 hour to 1 year.<sup>vi</sup>

From a strict emergency response perspective, the relevant community exposure limits include the EPA Acute Exposure Guideline Levels (AEGL), the AIHA Emergency Response Planning Guidelines (ERPG) and the U.S. Department of Energy (DOE) Temporary Emergency Exposure Limits (TEEL), which incorporates AEGLs and ERPGs. Both AEGL and ERPG values have three levels corresponding to risk to the community. They differ in that



AEGLs have five time periods of exposure (10 minutes, 30 minutes, one hour, four hours, and eight hours) whereas ERPGs are mainly for a one-hour exposure.<sup>vii,viii,ix</sup>

Exposure limits are based on scientific research, considering factors such as animal and human toxicity, duration of exposure, and potential health effects. An uncertainty factor is often applied to exposure limits to address gaps in the knowledge base. Exposure limits are often expressed as time-weighted averages (TWA), which are average concentration over a defined time.

Ceiling limits are the maximum concentration that should never be exceeded. These limits aim to prevent acute health effects, such as respiratory irritation, skin burns, or systemic toxicity, which may arise from exposure to certain airborne chemicals.

Also pertinent to emergency response is the Immediately Dangerous to Life or Health (IDLH) concentration. The IDLH values are associated with the use of respiratory protective equipment. They are designed to ensure that a worker can escape from a contaminated environment in the event of failure of the respiratory protective equipment and to establish a maximum level where only a reliable breathing apparatus is permitted.<sup>x</sup>

Key considerations in managing airborne chemical exposure include the identification of the airborne contaminant(s), the ability to take exposure measurements, and the ability to make accurate interpretation and judgments. Specific equipment available to first responders can vary depending on the type of emergency, the organization's resources, and the nature of potential hazards. Training in the proper use and limitations of this equipment is also critical for effective response and safety.

The interpretation is based on whether a person is exposed occupationally or as a member of the community. Many air samples are collected as area samples and are not specifically collected from a person's breathing zone, which is preferred in occupational exposures, but more likely in community assessments. The selection of the appropriate exposure limit is based on a time-weighted average of a specific duration. Measurements need to approximate the exposure duration and capture the variability around that exposure before a meaningful interpretation can be made.

Advancements in technology and increased understanding of chemical hazards have led to the development of evolving strategies in managing airborne chemical exposures during emergency response. These strategies focus on enhancing

detection capabilities, improving communication, and integrating data-driven decision-making processes.

Managing airborne chemical exposure limits in emergency response is a multifaceted challenge that requires a combination of regulatory compliance, scientific understanding, and technological innovation. The evolving nature of hazards demands constant vigilance and adaptation in strategies to protect the well-being of first responders and the public. By staying informed, employing advanced technologies, and fostering effective communication, emergency response teams can navigate these challenges and mitigate the impact of airborne chemical incidents on both human health and the environment.

*AIHA is the association for scientists and professionals committed to preserving and ensuring occupational and environmental health and safety (OEHS) in the workplace and community. The author manages the AIHA Guidelines Foundation and the Emergency Response Planning Guidelines Working Group.*

<sup>i</sup>OSHA Permissible Exposure Limits – Annotated Tables Table Z-1 Available from URL: Permissible Exposure Limits – OSHA Annotated Table Z-1 | Occupational Safety and Health Administration

<sup>ii</sup>California Department of Industrial Relations (2021) Table AC-1 Permissible Exposure Limits for Chemical Contaminants Available from URL: Table AC1 - Permissible Exposure LIMITS FOR CHEMICAL CONTAMINANTS

<sup>iii</sup>NIOSH Pocket Guide to Chemical Hazards Available from URL: Pocket Guide to Chemical Hazards Introduction | NIOSH | CDC

<sup>iv</sup>ACGIH 2024, Threshold Limit Values for Chemical Substances and Physical Agents & Biological Exposure Indices. Cincinnati, Ohio, Available from URL: TLV/BEI Guidelines - ACGIH

<sup>v</sup>IARS-WEEL Workplace Environmental Exposure Levels Cincinnati, OH Available from URL: Black Forest (tera.org)

<sup>vi</sup>US EPA Criteria Air Pollutants NAAQS Table. Available from URL: NAAQS Table | US EPA

<sup>vii</sup>AIHA Guidelines Foundation, Emergency Response Planning Guidelines Available from URL: ERPGs | AIHA

<sup>viii</sup>US EPA, Acute Exposure Guideline Levels for Airborne Chemicals, Available from URL: Acute Exposure Guideline Levels for Airborne Chemicals | US EPA

<sup>ix</sup>US Department of Energy, DOE-HDBK-1046-2016 (Reaffirmed 2022) Temporary Emergency Exposure Limits for Chemicals: methods and Practice. Available from URL: Temporary Emergency Exposure Limits for Chemicals: Methods and Practice — DOE Technical Standards Program

<sup>x</sup>NIOSH [2013]. Current intelligence bulletin 66: derivation of immediately dangerous to life or health (IDLH) values. Cincinnati, OH: US Department of Health and Human Services, Centers for Disease Control and Prevention, National Institute for Occupational Safety and Health, DHHS (NIOSH) Publication 2014-100 ■



## TRANSCAER® Canada Prepares for the Launch of the New Safety Train

Article By: Kristina Adler, Chemistry Industry Association of Canada

Did you know TRANSCAER Canada had a fully functional train tanker car that traveled around the country to educate first responders along rail corridors on how to deal with real-life emergencies that involve the transportation of dangerous goods? The CCPX 911, or “Safety Train,” was a classroom on wheels outfitted with commonly used valve arrangements to highlight some of the commodities that are transported throughout Canada and familiarize first responders with what they might encounter in the event of an emergency involving dangerous goods. It operated for nearly 30 years under the management of the Chemistry Industry Association of Canada (CIAC) and the Railway Association of Canada, traveling from town to town until it was retired in 2018 due to wear and tear. In 2019, CIAC began working with Transport Canada under the Rail Safety Improvement Program to develop modern training tools to help emergency responders and communities across Canada increase their awareness of rail safety. This funding enabled CIAC to develop and use virtual reality tools to support TRANSCAER outreach efforts, as well as build a new Safety Train to replace the retired CCPX 911 tank car.

By incorporating lessons learned from nearly 30 years of participation, the team will deliver a modernized tank car to support the continued delivery of awareness level and hands-on rail safety training in communities across Canada.

The team began construction on the safety train in July 2023 and has made great progress toward the completion. It is anticipated that the construction of the tank car will conclude by Spring 2024. Once complete, the TRANSCAER Canada team will host a launch event followed by the Safety Train embarking on its cross-country tour, raising awareness about rail safety and emergency response for transportation incidents involving dangerous goods.

“The importance of the Safety Train in TRANSCAER events has been demonstrated for many years,” said Jeffery Bowes of Shell, TRANSCAER Canada’s National Committee Chair. “Now that we see the launch of the Safety Train

back into service, and more importantly being used at TRANSCAER events again in the near future, there is an excitement.”

In the collaborative spirit of the TRANSCAER program, the team has worked with TRANSCAER and CIAC members and partners to source and secure donations in support of the development of the tank car. This was an important step in the project and has allowed many stakeholders to get involved and donate to support the development of the Safety Train. “I would like to thank all those who have donated, designed, and persevered to build the new Safety Train,” said Bowes. “The hard work of this group will soon be realized, and the beneficiaries are the first responders.”

Through its commitment to education and community engagement, TRANSCAER has made significant strides toward setting up a modern training program, and the



TRANSCAER Canada is pleased with the work the construction team has completed so far and is eager to see the final result and start using the safety train in outreach events across Canada.

Photo courtesy of Randy Mak, Prairie Region TRANSCAER Committee.

team is eager to share its new tools with communities and emergency first responders across Canada. TRANSCAER continues to make developments in raising awareness of the safe transportation of dangerous goods, and our new tools will provide additional opportunities for TRANSCAER to engage with stakeholders and broaden the reach of the program in Canada.

While a full listing of Canadian TRANSCAER® training events is available on the [www.transcaer.ca](http://www.transcaer.ca) website, the following are a selection of upcoming events for this summer and fall. Stay tuned for TRANSCAER events featuring the new Safety Train. We hope to see you there! ■

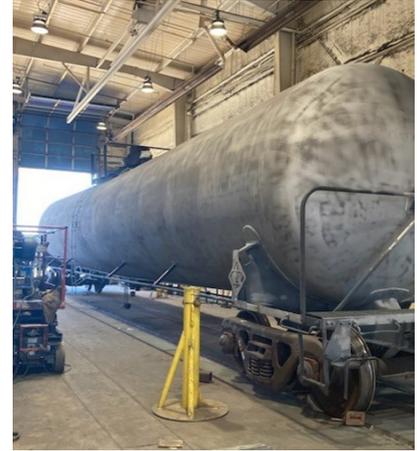
- ➔ **Saskatoon, SK – May 15-16, 2024**
- ➔ **Langley, BC – June 18-19, 2024**
- ➔ **Kootenays, BC – September 23 -24, 2024**
- ➔ **Kamloops, BC – September 26-27, 2024**



The construction team has made great progress, and all top display housings have been applied. (Photo credit: Tyler Yates, GATX)



The headshield is being applied to the tank car. (Photo credit: Tyler Yates, GATX)



(Photo credit: Tyler Yates, GATX)



# UNLOCKING THE POWER OF SULPHUR AND SULPHURIC ACID:

## A Vital Industrial Duo and Their Safe Transportation

**Article By: Craig Jorgensen, President & CEO, The Sulphur Institute (TSI)**

The Sulphur Institute (TSI) is proud to be one of the newest sponsors of TRANSCAER. TSI represents over 60 member companies in the energy, agriculture, mining, and chemical sectors of the economy. In addition to advocating for fair regulations related to our industry, TSI and its member companies are committed to the safe transportation of molten sulphur and sulphuric acid by rail tank car and cargo tank truck. In the United States alone there are over 8 million tons of sulphur produced, and nearly 75 million tons of sulphur produced around the world on an annual basis. Similarly, sulphuric acid, often referred to as the “King of Chemicals”, is produced around the globe for use in a myriad of industrial applications. As an introduction to TSI, we want to highlight for you how sulphur and sulphuric acid are produced and how they are used as an industrial raw material in the manufacturing process for many everyday products.

Sulphur is produced as a result of the oil refining process and natural gas processing. Each oil and gas reserve around the globe has a certain percentage of hydrogen sulphide contained within it. The sulphur compounds contained in oil and gas need to be removed to help keep our air clean. Sulphur compounds are removed from the oil and gas stream at refiners and gas plants at the Sulphur Recovery Unit or SRU. Inside the SRU, the oil or gas stream is heated to over 1000\* and transferred through a series of condensers and catalysts which produces the molten sulphur, this is called the Claus Process.

Sulphuric acid is generally produced in two ways. One is to burn sulphur and capture the sulphur dioxide gas. Once the SO<sub>2</sub> is isolated, oxygen is added, and the gas is run through a series of catalysts before water and a concentrated stream of acid are introduced to create sulphuric acid. The second way to produce sulphuric acid is during the metals smelting process. During the smelting process, rock containing metals such as zinc, ore, and nickel, are heated, creating SO<sub>2</sub>. Then, similar to the sulphur burning process, the SO<sub>2</sub> is captured and goes through the same process to create sulphuric acid. This is called the contact process.

Sulphur and sulphuric acid are used in many industrial processes as a raw material. According to the United States Geological Survey, over fifty percent of the recovered sulphur in the United States goes into the making of phosphate fertilizers. Another twenty-five percent goes back to refineries and is used during the alkylation process during refining. This process helps set octane levels in gasoline.

Other uses of sulphur and sulphuric acid include the manufacturing of pulp and paper products, lead acid batteries, paints and pigments, water treatment compounds, vulcanized rubber for automobile tires, drugs and cosmetics, copper production, and synthetic rubber and plastics. Sulphur is also used as a pesticide for wine growers and can be added to nitrogen, phosphate, and potassium (NPK) fertilizers. Widely known as the Fourth Major Crop Nutrient, adding sulphur to NPK helps nutrient uptake in crops like corn, soybeans, and wheat, creating larger yields and improving plant health. Sulphur plays an important role in balanced crop nutrition.

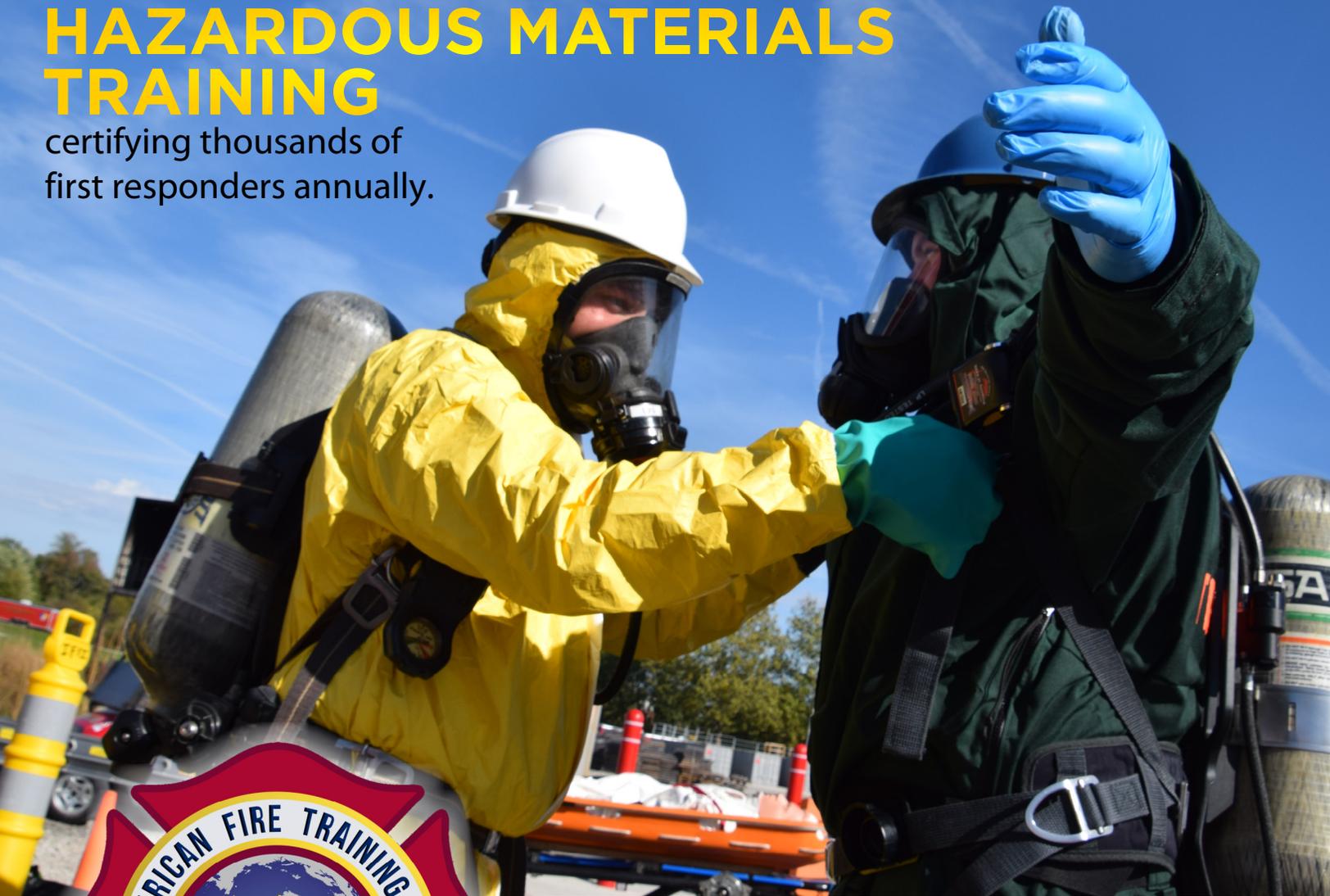
As two of the most important raw materials for many industrial processes, safe, effective, and efficient distribution of sulphur and sulphuric acid is critical to meet the needs of the many companies who rely on these products. They are primarily moved in rail tank cars; here are over 110,000 tank car origins of sulphur and sulphuric acid throughout North America annually. TSI is committed to educating first responders and environmental remediation teams on the safe handling of sulphur and sulphuric acid to help aid in the safe response to an incident involving these chemicals. We are pleased to be partners with TRANSCAER in getting this message out. ■



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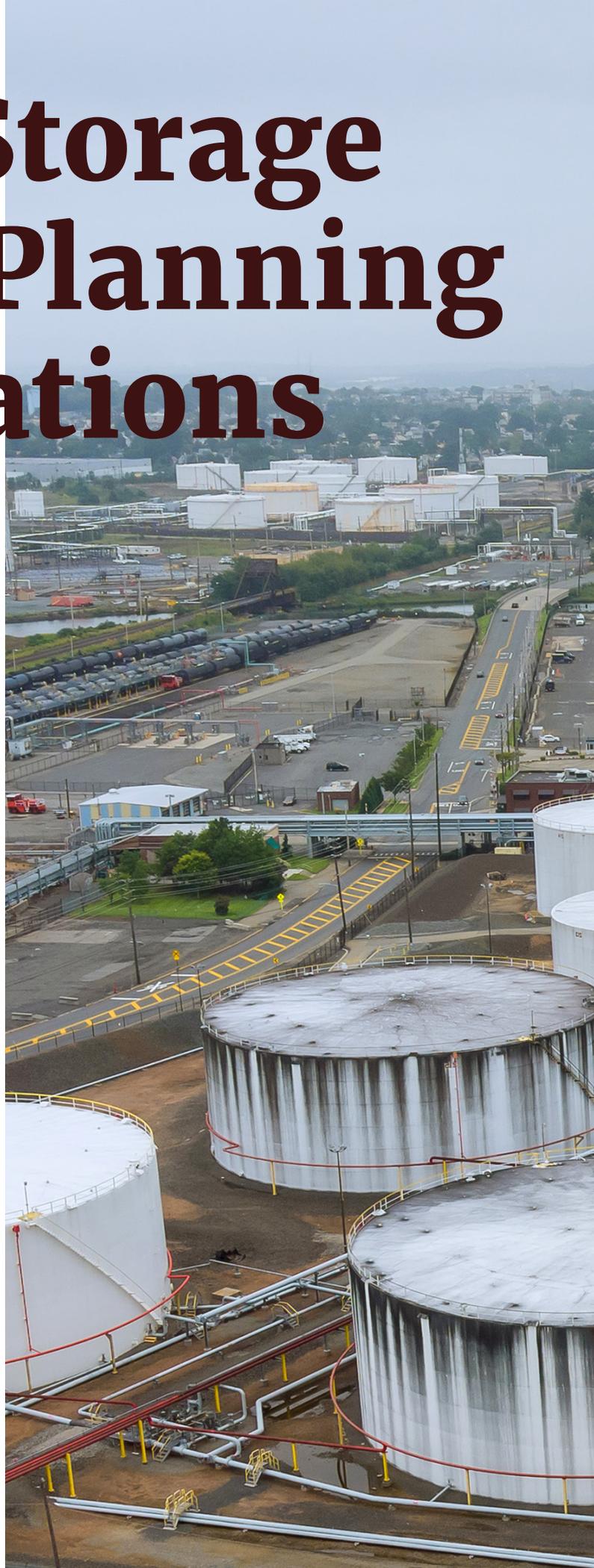
# Ethanol Storage and Pre-Planning Considerations

**Article By: The Renewable Fuels Association**

Tank farm and bulk storage fire operations can be extremely dangerous and require an extremely advanced technical knowledge of flammable liquids firefighting and fire protection. Because of the amount of time to set up operations and contain such a fire, and the number of resources necessary to handle an incident and defend against a re-flash or re-ignition, they can become very tedious operations. In most cases, these facilities will also require additional specialized equipment and apparatus as well as highly trained personnel in flammable liquid firefighting techniques to minimize risks to operational personnel, the facility and community.

It is imperative that local fire departments have good relationships and cooperation with storage facility operators and staff and work with them to establish extensive pre-fire plans. In addition, it is important to schedule walk-throughs to update pre-plan information and functional exercises to practice the details of those established pre-plans on a regular basis. At an absolute minimum, it is highly recommended that these types of activities should be conducted at least once per year.

In many cases, a major fire incident at one of these facilities will be beyond the capabilities of local resources and responders, and therefore it is important to develop and maintain mutual aid assistance agreements with other emergency response agencies. It also may be prudent to contract outside national professional technical services for these incidents, depending on magnitude and location. The best single avenue of defense for these installations is prevention and proactive planning activities.





The following are some considerations for fire incidents at major facilities:

- Pre-fire plans with predetermined flow rates should be established and reviewed regularly. Mutual aid resources should also be included in planning and drills. We also recommend that your pre-plan includes potentially impacted homes and businesses adjacent to these facilities and how an incident could impact them.
- Fire foam flow rates and resources needs for “campaign” or long-term incidents should be established before the incident occurs and reviewed regularly.
- Storage tanks containing ethanol-blended fuels should be identified and known by the fire department personnel well in advance of any incident.
- If tanks are provided with pre-piped foam systems, connection locations and required pressures and flows should be identified. Personnel should be aware of the potential danger that systems installed on tanks which previously contained regular gasoline may not work or be appropriate for ethanol-blended fuels being stored in those tanks. Greater flow capacities may be required, and subsurface foam injection systems do not work with ethanol-blended fuel components.
- Fires in storage tanks where no fixed systems are available or usable, or in cases where fixed systems are rendered inoperable, may not be extinguishable with non-fixed appliances. Lowering the fuel level and protecting exposures may be the only options for reducing the overall impact of the incident.

Pre-planning is a vital factor to the successful outcome in managing an incident at a bulk storage facility involving ethanol-blended fuels. The amount of success obtained in resolving an emergency can, in most cases, be determined by the amount of advance preparation made by firefighting personnel. The purpose of pre-incident planning is to identify incident objectives, strategies, and tactics well in advance of an incident. Along with functional and full-scale exercises with all responsible parties involved in the training, this will enable attack preparations and fire-fighting operations to be carried out at the actual incident scene of an emergency as efficiently, effectively, and safely as possible.

The incident management attack operation can begin more quickly if details about the incident site are known prior to the arrival of the firefighters and if positions of specialized equipment, apparatus and possible hose layouts have been predetermined. Thus, less time needs to be spent on making decisions concerning the incident site during and after the size-up process.



required by the foam manufacturers. This foam resource management plan must also include regular sample testing of the foam concentrate stockpile by qualified personnel to ensure the continued integrity of the foam concentrate.

In the event of a major incident at a fuel storage facility, you will be better positioned to respond if you have done your homework in advance. You should have an incident plan in place and be in the habit of maintaining good relationships with the agencies that can offer support in your time of crisis. Drills and walk-throughs are essential parts of planning for major incidents and should be conducted on a regular basis.

Sometimes, all you can safely do is contain the incident and let the fire run its course. Knowing when to let this happen is an important component of safety. Knowing the limitations of your resources and personnel, protecting the safety and well-being of your community all play a role in your emergency response decisions. ■



Steps involved in the pre-planning process include:

- Information gathering: Collecting pertinent information at the selected site that might impact incident management operations, such as construction features, exposures, utility disconnects, fire hydrant location, water main sizes and flow capabilities, and anything else that would impact response operations if an emergency should occur.
- Information analysis: The information gathered must be analyzed in terms of what is pertinent and vital to incident operations. An operable pre-incident plan must then be formulated and put into a usable format that can be used at the incident site and easily understood by all operationally engaged personnel.
- Information distribution: All organizations that have statutory responsibility or functional capabilities at a bulk storage facility involving an ethanol-blended fuel incident of scope and magnitude should have a current copy of the facility pre-plan. This will allow these organizations to become familiar with both the plan and pertinent factors relating to it prior to an actual incident.

It may not be feasible to keep adequate foam stock on hand. It is important to consider a consortium approach for bulk AR-AFFF storage and availability. It is also important to ensure there is an adequate foam resource management plan and foam stock rotation during long term storage as

**For more information go to [www.ethanolresponse.com](http://www.ethanolresponse.com)**



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U.S. Department  
of Transportation

**Pipeline and Hazardous Materials  
Safety Administration**

# IAFC AND PERC PARTNER TO ESTABLISH CERTIFICATION PROGRAM FOR SAFE PROPANE RESPONSE

Article By: The International Association of Fire Chiefs (IAFC)



The International Association of Fire Chiefs (IAFC) has been committed to establishing strong partnerships between first responders and various industries to provide safe, effective operations on all emergency incidents. As part of this commitment, members of the IAFC Hazardous Materials Committee and IAFC Fire and Life Safety Section have partnered with the Propane Education Research Council (PERC) to establish a committee that has built a certification program for propane response. Over the last twenty years the propane industry has stressed the need for responders and industry specialists to communicate with each other appropriately on the scene and understand each other's needs. Recent events have underscored the importance of this relationship, as well as the significance that training and education play in the safe response to propane incidents for both industry and responders.

The propane industry and the IAFC jointly established a program training committee to evaluate and build a formal web based and instructor led program for propane responses that will eventually culminate in an exam for a new responder ProBoard certification being established. The program that was established has a training program for awareness and operations, with the program for mission specific operations currently in development. Once a student, whether in the fire service or the propane industry, has completed the online portion, they will attend a one-day instructor-led classroom and hands-on session. After

completing the one-day session, the student, if credentialed, will have the opportunity to eventually take a certification test. This test will measure professional competencies by utilizing a written test and practical hands-on exercises based on established job performance requirements outlined by the National Fire Protection Association (NFPA). This process will validate that first responder and industry specialists have learned the necessary skills to respond and work together on mitigating a propane incident properly. The testing process utilized is a fair and validated process that will use an established national testing database based on specific learning objectives.

The goal is to make this program available at multiple locations in each of the 50 states. The committee has worked to establish updated information presented in an online format that will benefit both first responders and industry specialists and can be accessed by those who cannot commit to the full program. The committee has also developed specific site requirements for each training location to include equipment and exercises that meet the required the new performance requirements. This process will promote consistency in delivering the one-day instructor-led program no matter where it is delivered.

The IAFC and PERC are proud of this partnership and look forward to having first responders and industry specialists work together in a safer, more efficient manner. ■

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# Tank Car Integrity & Scene Management

Article By: Jon Simpson, Manager Hazardous Materials, Norfolk Southern

*“To pay attention, this is our endless and proper work”* – Mary Oliver, American Poet.

So it shall be in all aspects of rail emergencies involving pressure tank cars as it is in life. Damage assessment is mostly science, part art, and experience. Lots of experience. Dedication to the study of damage to a tank car, Ludwig Benner taught us, only happens three ways: mechanically, chemically or thermally. As we know, scene management and risk assessment have been a huge training focus recently as it relates to railroad incidents. What commodities are involved? Where is the incident occurring in the community? Has the material left the container? If so, where is it going? This has been the focus of training for good reason. Because of the advancement of design and engineering, forensic studies, and unfortunately, deadly incidents from the past, tank car construction has progressed tremendously over the prior decades. Often, regardless of initial impingement (mechanical, thermal, chemical), pressure tank cars do not breach.

As an incident unfolds and information sharing has begun, careful risk analysis of tank cars carrying commodities under pressure is critical. Much of the potential damage that could pose serious hazards are hidden to observation. DOT112 and DOT105 tank cars, barring some exceptions, have 1/8-inch jackets covering a blanket of thermal protection and, in the case of the DOT105, approximately 4 inches of insulation to protect commodity integrity from ambient temperature changes. This makes real time visual confirmations from a safe distance difficult. What can be predicted about the nature of mechanical damage on a car considering the kinetic energy of 286,000 pounds traveling at 40 mph just by guessing? Not much. If the car is not showing any signs of leaks and has shown no discernable change

through operational periods, is it safe to assume it's fine and begin mechanical wrecking operations to move or reposition the car for later transferring of product? It is imperative close inspection of cars takes place within the framework of entry teams involving rail personnel and qualified contractors. If conditions are safe, a pressure reading on a car is imperative. Is the pressure is where we would expect it to be, given air temperature at the time and normal operating pressure? If not, why?

Boyle's Law and Charles' Law are two foundational concepts for increased pressure. Has the tank car received



impact causing enough intrusion to decrease space, thereby increasing pressure? Is the nature of the dent at an angle that is acute enough to cause serious weakness, even in case of our modern TC-128 grade B normalized tank car steel? Is there an internal or external heat source causing increased pressure? Compounding the issue may be single or multiple areas on the car where metal has been thinned. Scores and gouges, especially when they cross heat affected zones flanking a fusion weld, even at minor depths, may cause significant loss in the ability to



handle internal pressure. Damage assessment is methodical. It is detailed and minute details can become big concerns.



However, there are times when jacket removal and up-close inspection simply are not practical. Ongoing flame impingement, hazardous atmospheres, catastrophic damage to housings and assemblies all are potential roadblocks to effective damage assessment. Remembering an oft used rule in hazmat response, begin with the end in mind, assuming critical damage is the most conservative logic to maximize the safety of those in the initial isolation area. Command, even when seeing no immediate concerns regarding the car's integrity, must consider potential energy. Latent continuance of a fracture or crack from mechanical wrecking or positioning has proved fatal in the past. Chemical properties of the commodity at varying temperatures are important to understand. Matheson Gas charts, based on the vapor pressure being exerted in the closed container at differing temperatures become a necessity. Our goal is to always look to reduce the dangers associated with unknown potential energy. Building pressure, slow escape and migration of product, fractional changes in tank car steel integrity from something

as simple as cold nights and warm days during the incident can lead to catastrophe. The matrix to reduce potential energy and decrease concern begins with product transfer, continuing through product consumption through flaring, hot or cold tapping the car to access product for release and in situ burning, all the way to venting and burning. The last place command wants to be is blind to compromised integrity of a car with 30,000 gallons of potential energy and threatened populations.

Waverly, Tennessee was a catastrophic case study that propelled the industry forward in several ways including better tank car design. However, no change in a car's behavior through multiple operational periods still has the potential to breed complacency and a disarming of vigilance resulting in catastrophe just as it did in the small community in 1978. Damage assessment and triaging options for reduction in threat is ongoing on scene and command needs to be responsive to adaptive strategies including evacuation based on data provided by experts. ■

[Download the Assessment Best Practices - Tank Car Tank Damage](#)



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- Flashing headlights at people in the parking lot
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- A suspicious vehicle parked in an unusual location
- The same person appears at multiple locations
- A person being told not to speak or appearing coached on what to say
- A person showing any indication that they have a manager or pimp
- A person exhibiting signs of physical or emotional distress, abuse, or branding tattoos

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# Union Pacific Hazmat Manager Says Helping Others is a Family Affair

Article By: Chip Heard, Senior Manager-Hazardous Materials, Union Pacific Railroad

The fire service has been part of my family's legacy for almost 85 years. My grandfather started his firefighting career in the late 1930s in my hometown of Forrest City, Arkansas, a small town of around 13,000 located about 100 miles east of Little Rock. Since then, my dad, brother and three uncles have all served as firefighters, and now my two sons also are career firefighters. We chose this life because we wanted to help others and serve our communities.

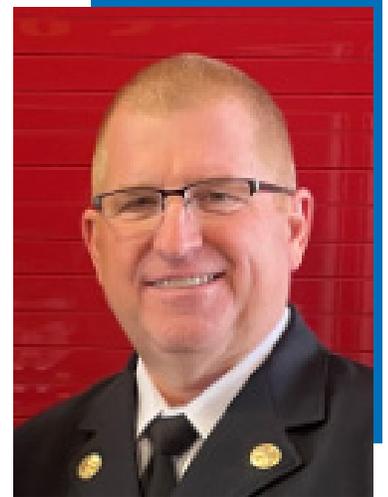
My fire service career started in August 1986 as a volunteer firefighter in Forrest City. One of my first classes was a new, 40-hour Hazmat Technician course offered by the Arkansas Fire Academy in Camden. I told my dad and uncle about the class and they both told me it was not a - good idea because I might come back glowing green!

I went ahead and attended the training anyways and I passed the course and made my first hazmat entry for a leaking drum in a semitrailer in the fall of 1987. Two years later, I joined the West Memphis Arkansas

Fire Department as a career firefighter/paramedic and later as part of their Special Operations team trained in rope rescue, confined spaces, and hazmat. We were the regional response team for Eastern Arkansas.

Almost all full-time firefighters have part-time jobs, so when the opportunity presented itself to work part-time as a hazmat technician for an environmental

contractor in Memphis, I took it. The job called for doing all things environmental, from highway accidents with spills, industrial response, drug lab cleanup to railroad



*Chip Heard, Senior Manager-Hazardous Materials with Union Pacific Railroad.*



*Fire service is a Heard family legacy. From left, Chip Heard, his wife Natalie, son Alex, daughter-in-law Mabry and oldest son, Ashton, attend Alex's graduation from the Arkansas Fire Academy this past December 2023.*

response. In 2002, it became a full-time job, and I became a volunteer firefighter in Marion, Arkansas, the small town where I lived. It allowed my kids to hang out at the fire station on weekends, play on the fire trucks and learn about helping the community – the same things I did at their age.

I was introduced to Union Pacific Railroad's (UPRR) hazmat team in 2007 at one of their tank car training classes in Longview, Texas, where I met several of their railroad hazmat managers. Those relationships eventually led to being hired by Union Pacific in September 2011, as a hazmat manager in North Little Rock, Arkansas.

As a kid, I learned about the brotherhood in the fire service and watched as firefighters help others, so it was instilled in me at a young age to help others when I can. At Union Pacific, I get the best of both worlds – I get to occasionally fight fires and do a job that I love, which also includes helping everyone from UPRR employees to first responders.

For as long as I can remember, life has always involved a scanner, pager or beeper going off; and always being a phone call away from dropping what I was doing and going to work. My grandfather, father, brother, uncles, and I grew up that way. I had the adrenaline rush and thrill then, and I still have it now when responding to assist communities, first responders, and my fellow UPRR hazmat team members.

I find fulfillment in strategizing for a streamlined and effective incident response and appreciate the planning processes it takes to achieve a successful outcome. When you are as fortunate as I am to work with good people, it makes it easier. Responding to incidents, training first responders to be prepared to respond to railroad incidents, safely transferring products, and making lasting friendships across the country is what makes this a great career.

I'm thankful to be able to do what I do, and for the record - I'm still not glowing green!

**Editor's Note: Union Pacific's Chip Heard, Senior Manager-Hazardous Materials, Union Pacific Railroad, was among the nominees for the Association of American Railroads (AAR) 2023 Environmental Excellence Award. ■**



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[www.hazmatcourses.com](https://www.hazmatcourses.com)

# FIRST RESPONDERS: A Critical Rail Safety Education Partner

Article By: Jennifer DeAngelis, Director of Communications and Marketing, Operation Lifesaver, Inc.

Whether reacting to an incident or proactively preventing one, first responder safety around railroad tracks and trains is imperative to promoting the safety of communities.

Some Surprising Realities:

- Every 3 hours in the U.S., a person or vehicle is hit by a train.
- Trespassing along railroad rights-of-way is the leading cause of rail-related deaths in America.
- Incidents between vehicles and trains at crossings are the second leading cause.
- More than 60% of crossing incidents occur at active crossings with lights or gates.
- Train tracks are considered live, active tracks until there is confirmation from the railroad that traffic has been stopped.
- The average freight train traveling 55 miles per hour can take a mile or more to stop — the length of 18 football fields.

## THE CRUCIAL ROLE OF FIRST RESPONDERS

Operation Lifesaver, Inc. (OLI) recognizes the crucial role of first responders in their communities and offers free resources and training designed specifically for them. OLI is a mission-driven rail safety education nonprofit whose goal is to end collisions, deaths and injuries around railroad tracks and trains.

We share the rail safety education message every day across the U.S. through education and public awareness campaigns supporting the 3 E's: Education, Engineering and Enforcement. OLI has programs in 47 states and Washington, D.C.

OLI is thankful for our partnership with TRANSCAER. We look forward to a new opportunity in 2024, including OLI's Rail Safety Investigation Course (RISC) for law enforcement and firefighters at in-person TRANSCAER training opportunities in Phoenix, AZ and Milwaukee, WI.

With partner support, railroad crossing incidents have decreased by 82 percent since Operation Lifesaver was founded in 1972. But there is more work to be done.

In addition to our resources for first responders, OLI offers a variety of free materials educating professional drivers, school bus drivers, new drivers and the general public about rail safety. An extensive library of resources is available at [oli.org](http://oli.org). We offer in-person and virtual safety training, brochures, Public Service Announcements (PSAs), online video games and more.

## RESOURCES FOR FIRST RESPONDERS

OLI has several excellent safety resources specifically for the first responder community.

**Free First Responder Training** – OLI's Railroad Investigation and Safety Course (RISC) provides critical rail safety incident response information and training for first responders across North America. RISC is offered at Basic (1-hour), Intermediate (2-hour), and Advanced (4-hour) levels helping law enforcement, firefighters and other first responders **safely and effectively** manage rail-related incidents. Since RISC training began in 2020, more than 700 classes have been held, reaching over 14,000 first responders. Find out more and **request a course for your agency** at [oli.org/risc](http://oli.org/risc).

**Free Rail Safety Presentations** – Operation Lifesaver Authorized Volunteers (OLAVs) provide free customized

**“WHETHER REACTING TO AN INCIDENT OR PROACTIVELY PREVENTING ONE, FIRST RESPONDER SAFETY AROUND RAILROAD TRACKS AND TRAINS IS IMPERATIVE TO PROMOTING THE SAFETY OF COMMUNITIES. OPERATION LIFESAVER, INC. (OLI) RECOGNIZES THE CRUCIAL ROLE OF FIRST RESPONDERS IN THEIR COMMUNITIES AND OFFERS FREE RESOURCES AND TRAINING DESIGNED SPECIFICALLY FOR THEM.” – Jennifer DeAngelis, Operation Lifesaver, Inc.**

in-person and virtual rail safety presentations to any audience including, photographers, professional drivers, school-aged children, school bus drivers, new drivers, and community groups. Sign up at [oli.org/request-presentation](http://oli.org/request-presentation).

**Free First Responder Rail Safety Brochure** – OLI's first responder brochure (available in a variety of languages and formats) is a great reminder about the basics of responding to incidents near railroad tracks and trains. To find it, go to <https://oli.org/materials> and search for First Responder.

More information and resources for first responders are also available on the OLI website at oli.org.

## RAIL SAFETY EDUCATION FACTS AND TIPS FOR FIRST RESPONDERS

**See Tracks? Think Train! All vehicles – including emergency vehicles – must yield to trains at railroad crossings.** Slow down as you approach railroad crossings. Look and listen for a train. Multiple tracks may mean multiple trains. And remember trains can come from either direction.

**Whether responding to incidents or preventing them, always stay alert around railroad tracks and trains.** Always assume

railroad tracks are active and always expect a train on any track, at any time, in either direction. Think ahead: anticipate your route. Don't get caught waiting for a train in an emergency.



OLI's See Tracks? Think Train! safety campaign logo



Emergency Notification System Sign

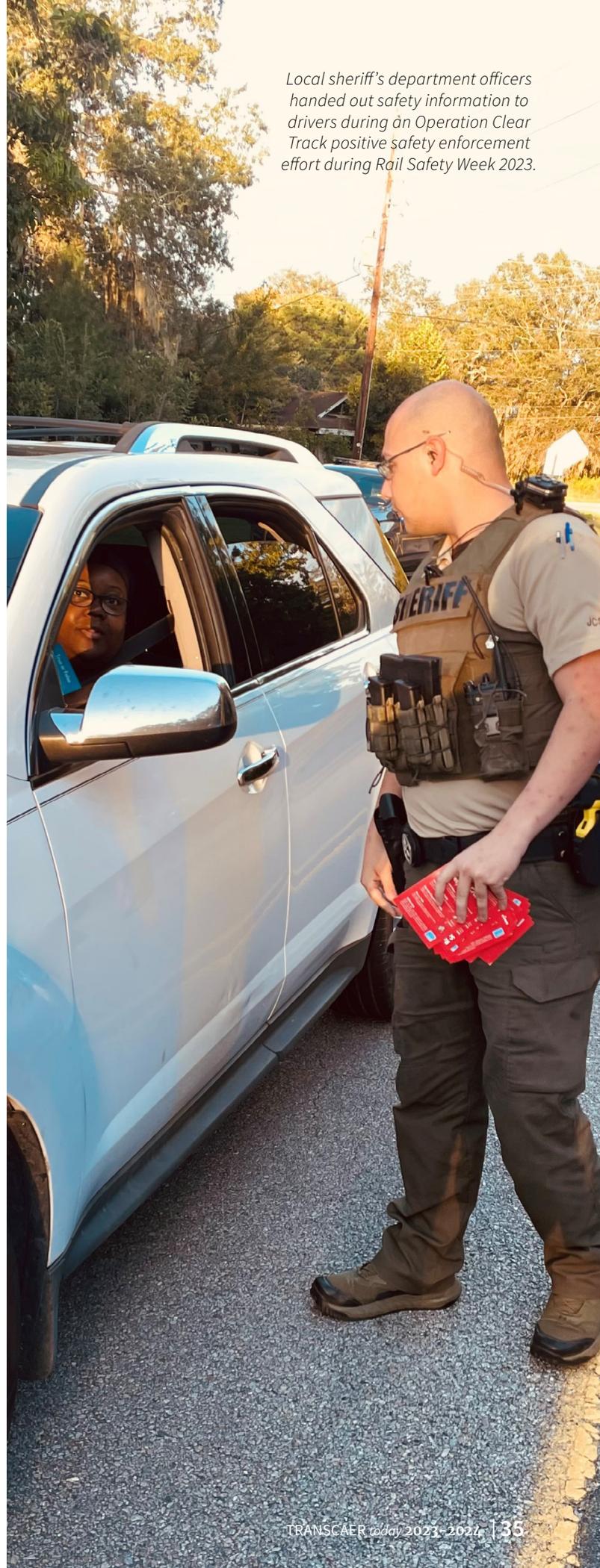
**Each public crossing has a Blue and White Emergency Notification System (ENS) sign** with a specific 800 number and crossing identification number. Use the ENS to report people, vehicles or debris on the tracks, damaged signs or signals and obstructed views. Call the phone number on the Blue and White sign to be

connected directly with the railroad and provide the DOT crossing number listed on the sign.

**When multiple tracks are present, ENS signs can be different on different sides of the road.** In an emergency, make sure the railroad has been notified and that train activity has been stopped before personnel or equipment is allowed on or near the tracks.

**NEVER park or stop on railroad tracks.** Emergency vehicles should always park at least 15 feet from the nearest rail Tracks overhang tracks, are quieter than you think and move faster than they appear.

Local sheriff's department officers handed out safety information to drivers during an Operation Clear Track positive safety enforcement effort during Rail Safety Week 2023.



**First responders are invited to take part in See Tracks? Think Train!® Week, Sept. 23-29, 2024 and Operation Clear Track on Sept. 24.**

See Tracks? Think Train! Week (formerly Rail Safety Week) is an annual week-long collaborative effort among Operation Lifesaver, Inc., state Operation Lifesaver programs and rail safety partners across the U.S. concentrating public attention on the need for safe behavior around railroad tracks and trains. Operation Clear Track (OCT), held on the Tuesday of See Tracks? Think Train! Week, engages hundreds of law enforcement agencies and first responders across the country delivering rail safety education messaging in their communities in person and online. Learn more about See Tracks? Think Train! Week and Operation Clear Track at <https://bit.ly/ST3Week2024> and email [news@oli.org](mailto:news@oli.org) for more info.



*See Tracks?  
Think Train!® Week logo*



*Operation  
Clear Track logo*

### **WHAT CAN YOU DO?**

**Everyone can do something to help #STOPTrackTragedies.**

- ▶ Know the railroads that operate in your community.
- ▶ Recognize the railroad signs and signals.
- ▶ Share the rail safety message in your communities.
- ▶ Sign up for free RISC training and talk about the training and rail safety education OLI offers with your co-workers, friends and family.

**Become an Operation Lifesaver Authorized Volunteer (OLAV)** by filling out an application at [oli.org/volunteer](http://oli.org/volunteer) and learn more about Operation Lifesaver at [oli.org](http://oli.org).

**OLI shares lifesaving tips and information on Facebook, Instagram LinkedIn, Twitter/X, and YouTube.** Follow OLI on social media and share our posts with your followers.

**Help raise awareness** about the importance of safety near railroad tracks and trains. Together, we are making communities safer – join us. Contact me at [jdeangelis@oli.org](mailto:jdeangelis@oli.org) for more information. ■



*In New York, a mock crash and emergency responder training event was held during Rail Safety Week 2023.*



# The Significance of Expanding the CHEMTREC HELP Awards for Volunteer Fire Departments



**Article By: Erica Bernstein Fischer, Director, Training, Outreach and Partnerships, CHEMTREC**

Volunteer fire departments play a crucial role in the safety and well-being of communities across the globe. Often operating with limited resources and manpower, these dedicated teams face unique challenges, especially when it comes to handling hazardous materials incidents. In recognition of their invaluable service, CHEMTREC established the HELP (Hazmat Emergencies Local Preparedness) Awards, designed to provide essential support and recognition to these unsung heroes.

## ***Acknowledgment and Recognition***

Volunteer firefighters devote countless hours to training, responding to emergencies, and safeguarding their communities. However, their efforts can sometimes go unnoticed amidst the demands of everyday life. The CHEMTREC HELP Awards aim to shine a spotlight on these brave individuals, acknowledging their commitment and sacrifices in safeguarding public safety, particularly during hazardous materials incidents.

## ***Enhanced Preparedness and Response Capabilities***

Handling hazardous materials requires specialized knowledge and training. Volunteer fire departments often face challenges in accessing the latest training resources and technologies due to budget constraints. The HELP Awards provide recipients with funding to host or attend advanced training programs, equipping them with the skills and knowledge necessary to effectively respond to hazardous incidents, thereby enhancing the safety of both responders and the public.

Timely and effective response is critical in mitigating the

risks associated with hazardous materials incidents. By receiving a CHEMTREC HELP Award, volunteer fire departments can improve their preparedness and response capabilities. This includes purchasing hazmat response equipment, communication tools, and personal protective equipment to handle hazardous materials emergencies, empowering volunteer firefighters to act swiftly and decisively in challenging situations.

## ***Community Impact and Outreach***

Beyond their immediate response duties, volunteer firefighters serve as pillars of strength and support within their communities. The CHEMTREC HELP Awards not only recognize their contributions but also serve as a catalyst for community engagement and outreach. By highlighting the importance of hazardous materials safety and preparedness, award recipients can foster greater awareness and collaboration within their communities, empowering residents to play an active role in ensuring their own safety.

## ***Continual Improvement and Excellence***

The pursuit of excellence is a hallmark of any successful organization, and volunteer fire departments are no exception. The CHEMTREC HELP Awards inspire a culture of continual improvement and excellence within these departments. By setting a standard of achievement and recognizing exceptional performance, the awards encourage volunteer firefighters to strive for excellence in all aspects of their work, driving innovation and raising the bar for safety and preparedness.

The CHEMTREC HELP Awards represent far more than just accolades or recognition—they symbolize a commitment to excellence, preparedness, and community safety. By providing volunteer fire departments with the support, resources, and acknowledgment they deserve, these awards play a vital role in enhancing the capabilities and effectiveness of these dedicated responders. As communities continue to rely on the selfless service of volunteer firefighters, initiatives like the CHEMTREC HELP Awards serve as a beacon of appreciation and support, ensuring that these everyday heroes have the tools and recognition they need to continue their lifesaving work.

Over the past five years, \$165,000 has been provided to seventeen departments across the United States. For some departments the \$10,000 HELP Award is a third of their operating budget, and it continues to leave a mark on CHEMTREC each year how the final recipients continue to stretch their HELP Award funding to best meet the needs of their department and their community.

In 2023 the CHEMTREC HELP Award assisted five volunteer departments who are also members of the National Volunteer Fire Council (NVFC) with purchasing equipment or attending training to increase their response capabilities and enhance local preparedness to respond to hazmat incidents. The volunteer fire service serves a critical role in hazmat incidents, and CHEMTREC’s mission for over fifty years has been to provide the essential resources to emergency responders during a hazmat response. By offering the CHEMTREC HELP Awards, we continue to expand available resources to emergency responders across the United States.

**The 2023 HELP Award Recipients that each received \$10,000 were:**

- **Caledonia Fire Department**
- **Gales Ferry Volunteer Fire Company**
- **Haynesville Fire Department**
- **Patrick Springs Volunteer Fire Department**
- **Sequoyah County RFPD#1**



**Caledonia Fire Department**

The Caledonia Fire Department, located in Caledonia, New York, was established in 1887 and with ninety-two volunteers their department has a long-standing history of training and supporting their community. The department used their HELP Award sponsored by The American Chemistry Council (ACC) to purchase a live-fire extinguisher training system that will not only benefit the department’s training, but also the local community. The local babysitter training program that has been offered through the fire department for the past fifty years will now include the fire extinguisher training tool.



*Left to right: Deputy Chief John Murray, Chief Mike Churchill, President Tony DeMarco, were presented with a commemorative plaque for being selected as a HELP Award recipient by Jeff Sloan (American Chemistry Council), and Quinlan Carroll (American Chemistry Council).*



*Caledonia Fire Department’s Deputy Chief and Fire Chief show American Chemistry Council (ACC) team members the live-fire extinguisher training system that they purchased through the HELP Award, that was sponsored by ACC.*

## Gales Ferry Volunteer Fire Company

The Gales Ferry Volunteer Fire Company, located in Gales Ferry, Connecticut, was established in 1942. The department detailed several incidents where accidental mixing of chemicals at a private residence required the department to respond and they rescued the incapacitated victims.

In their HELP Award application Assistant Fire Chief Nicholas Bozym identified, “The biggest roadblock to increasing our response capabilities to the community is the lack of funding to purchase basic atmospheric metering equipment to support the safety of our members and the general public.” The department had minimal metering capabilities with only a 4-gas meter and pH paper available on their initial response apparatus. Any additional metering capabilities would have to come from mutual aid companies. Through the CHEMTREC HELP Award the department was able to remove this roadblock and purchased a Photo-Ionization Detector (PID) and flammable gas leak detector to increase their metering and investigatory capabilities. The acquisition of these meters will enhance firefighter safety and their ability to conduct a more thorough hazardous material response in their community.



*Left to right: Andrew LaVanway (CHEMTREC Chief Executive) presents Assistant Fire Chief Nicholas Bozym (Gales Ferry Fire Company) with a commemorative plaque to celebrate their achievement of becoming a HELP Award recipient.*



*CHEMTREC Chief Executive, Andrew LaVanway, and members of the Gales Ferry Volunteer Fire Company.*

## Haynesville Fire Department

The Haynesville Fire Department is in a very rural part of north central Louisiana, in the Town of Haynesville, and was established in 1924. The Claiborne Parish has several communication dead zones in and around the Fire Department's service area. There are places where there is no cell or internet service available. The use of radios and pagers is paramount in a hazardous materials emergency and the department was in short supply of them. Through the HELP Award, sponsored by Dow, the fire department was able to close the communication gap by purchasing radios for four of their fire trucks.

Fire Chief Mark Furlow said, "Claiborne Parish Fire District 3/Haynesville Fire Department was able to use the CHEMTREC Help Award to purchase 4 brand new 700 MHz mobile radios. These radios are used on our first trucks that leave the station when responding to an emergency call. These radios will greatly enhance our communication with the Claiborne Parish Sheriff's Office and other Fire Departments in our surrounding area."



Left to right: Shane Mack (Dow) and Ronnie Mabile Jr. (Dow) present Fire Chief Mark Furlow, with a commemorative plaque to recognize them as a 2023 HELP Award Recipient.



Fire Chief Mark Furlow (center) shows Ronnie Mabile Jr. (Dow) (left of fire chief), and Quinlan Carroll (American Chemistry Council), and Joe Milazzo (CHEMTREC), around the apparatus that the Haynesville Fire Department will be installing radios in, which were bought through the \$10,000 they received in funding.



Members of the Haynesville Fire Department /Claiborne Fire District celebrate their HELP Award sponsored by Dow.

## Patrick Springs Volunteer Fire Department

The Patrick Springs Volunteer Fire Department, located in Patrick Springs, Virginia, was established in 1969. The department is located on the busy Highway 58 in southern Virginia. Highway 58 runs from Virginia Beach, Virginia and connects the eastern part of the state to Interstate 81, which brings a lot of tractor trailer traffic through our community and the department expects to see a significant increase in truck traffic due to the expansion project on the highway, which is set to be complete by 2025.

Through the \$10,000 in funding, they received through the HELP Award the department has been able to purchase emergency response equipment and personal protective equipment to improve their department's response capabilities and personal safety when responding to hazmat incidents. "The CHEMTREC HELP Award allowed to us significantly increase our capabilities when dealing with Hazmat emergencies. Ultimately making our department and the people we serve safer" said Captain Ross Adams, Patrick Springs Volunteer Fire Department.

The Patrick Springs Volunteer Fire Department is the first volunteer fire department in the Commonwealth of Virginia to receive the HELP Award!



Left to right: Ken Brown (NVFC State Director - Virginia), President Chris Owens, Assistant Chief: Clint Weidhaas, Fire Chief Joey Errichetti, and Andrew LaVanway (CHEMTREC).



Members of the Patrick Springs Volunteer Fire Department with CHEMTREC Chief Executive, Andrew LaVanway (front for far left) and Director of Training, Outreach and Partnerships, Erica Fischer (front row far right).

## Sequoyah County RFPD#1

The Sequoyah County RFPD#1, located in Gore, Oklahoma, was established in 1986. The department runs over sixty motor vehicle accidents a year with most involving tractor trailers. In addition to the hazardous materials hazards posed on the highway, in the department's response area is also barge traffic on the Arkansas River and railroad tracks that stretch through their district. The department purchased hazmat equipment including 5-gas meters and decontamination materials, along with personal protective equipment including Level A and Level B suits.



# ANNOUNCING 2024 HELP AWARDS

CHEMTREC is pleased to announce that we will be continuing the HELP Award in partnership with the National Volunteer Fire Council for the fifth consecutive year. Dow, the American Chemistry Council, and LyondellBasell will each be sponsoring an award again.

In total, we will be providing \$10,000 each to six (6) volunteer fire departments that are also members of the NVFC. This will be the most HELP Awards that CHEMTREC has been able to provide in one year. We appreciate our ACC Members and ACC for helping make \$60,000 to volunteer fire departments possible in the year ahead.

We are thrilled to welcome Dow back as a HELP Award sponsor and they will be looking to award a volunteer fire department in one of the following states: California, Georgia, Illinois, Indiana, Kentucky, Louisiana, Michigan, Ohio, Pennsylvania, Tennessee, Texas, and West Virginia.

For volunteer departments in the following states: Iowa, Illinois, Louisiana, and Texas, we encourage you to submit your application! LyondellBasell will be awarding their first HELP Award in one of these states

**The 2024 application period will be open from June 1 to September 6.**

**If you have questions regarding the HELP Award please contact, CHEMTREC at [chemtrec@awards.com](mailto:chemtrec@awards.com).**



Learn more at  
[www.chemtrec.com/awards/help-award](http://www.chemtrec.com/awards/help-award)



*Left to Right: Fire Chief Heath Orabanec, Joe Milazzo (CHEMTREC), Sheri Nickel (NVFC State Director - Oklahoma), and Assistant Chief Nick Martin.*

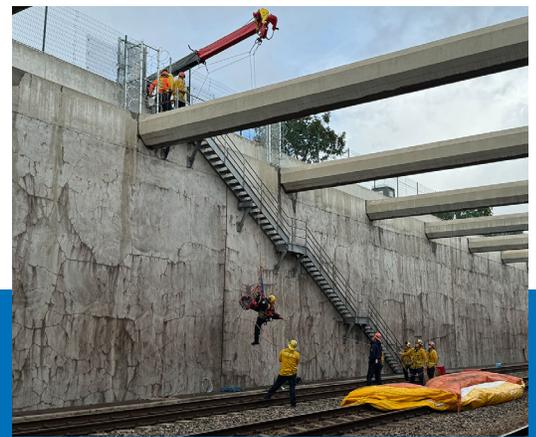


*Joe Milazzo (CHEMTREC) looks at the department's new 5-gas meters that were purchased through their \$10,000 HELP Award funding.*

# ALAMEDA CORRIDOR ANNUAL DRILL

Article By: Kristian Ahrens Jr., Manager Hazardous Materials, Union Pacific Railroad

Union Pacific Railroad, in collaboration with the Alameda Corridor Transportation Authority (ACTA), Los Angeles County Fire, Downey Fire, and Compton Fire departments, recently conducted their annual Alameda Corridor Drill. This critical exercise brought teams together to practice best response practices within the corridor's unique environment. Emphasizing the importance of unity, the drill reinforced the concept that cohesive teamwork is essential in real emergencies. It's a powerful reminder that through joint training, our emergency services are better prepared to protect and serve the community when it matters most. ■



To Whom It May Concern:

On Sunday, March 3, 2024. The Alameda Corridor Transit Authority (ACTA) in conjunction with North American Emergency Management (NAEM) conducted its annual emergency training exercise along the Alameda Corridor. For the first time, the annual training saw a new location giving all participants a fresh look for 2024. This year's host was the City of Compton and the Compton Fire Department. Moving this year's exercise to the south-end of the Corridor also allowed the participation of the Ports as well as mutual aid partners of other Fire Departments including the FBI.

The exercise consisted of over 130 Firefighters, Local, State, and Federal Law Enforcement, Railroad personnel, Rail Works, Union Pacific (UP) Hazardous Materials Division, BNSF Railway, and Pacific Harbor Lines (PHL). The single-day exercise involved the simulation of emergency conditions such as Interoperability, Unified Command, Fire Simulations, Rescue Scenarios, and Hazardous Material Mitigation. These exercises are paramount for firefighters and other agencies as they continue to develop personal skills, strategies and tactics, coordination of joint field command, unified command, mutual aid partnerships, and working relationships between the fire department and the railroads. During the exercise firefighters had the ability to access the corridor and understand the safety features and operations of the Alameda Corridor's manual ladders, phone systems for dispatch, and standpipe operations.

The City of Compton and the Compton Fire Department would like to thank Battalion Chief Reginald Donald for coordinating this year's exercise. Participating agencies included Area E Fire Departments Downey & Santa Fe Springs, The Los Angeles City & County Fire Departments, and all other railroads for their participation. We look forward to hosting another wonderful event in the future.

Respectfully,

*Reginald Donald*

Interim Battalion Chief

**COMPTON FIRE DEPARTMENT**

201 S. Acacia Ave

Compton CA, 90220

Station #1 (310) 605-5670

Email: [rdonald@comptoncity.org](mailto:rdonald@comptoncity.org)





# On the Horizon: OSHA's HCS Rule Change Update

Article By: **Katie Lavender, SDS Authoring Manager, CHEMTREC**

Over the last three years, the Occupational Safety and Health Administration (OSHA) has proposed an update to the Hazard Communication Standard (HCS). The final rule was published May 20, 2024 in the Federal Registry. OSHA is amending the HCS to conform to the United Nations' Globally Harmonized System of Classification and Labelling of Chemicals (GHS), primarily Revision 7, addressing issues that arose during the implementation of the 2012 update to the HCS, and provide better alignment with other U.S. agencies and international trading partners, while enhancing the effectiveness of the standard. The final rule is effective July 19, 2024.

This standard gives workers the right to know and understand what type of hazardous chemicals they handle throughout the workplace, but specifically, here is why is the HCS important to first responders:

1. **Safety of Personnel:** First and foremost, the HCS is in place to ensure that hazardous materials are properly labeled, and that safety data sheets (SDS) are provided. This information is crucial for first responders to assess risks and take appropriate safety measures when handling hazardous substances at emergency scenes.

2. **Risk Assessment:** By understanding the hazards associated with chemicals present at the scene, first responders can assess risks more accurately and take necessary precautions to protect themselves and others. This includes wearing appropriate personal protective equipment (PPE) and employing proper handling and containment procedures.

3. **Emergency Response Planning:** Compliance with the HCS helps in emergency response planning. First responders can anticipate potential hazards they might encounter and develop strategies to mitigate risks effectively.

4. **Communication and Coordination:** Standardized labeling and SDS ensure clear communication between different agencies and personnel involved in emergency response. Consistent terminology and information facilitate effective coordination and collaboration at the scene.

Ultimately, the HCS is crucial for first responders as it provides essential information about hazardous materials, facilitates risk assessment and emergency planning, ensures clear communication and coordination, and helps maintain legal compliance and mitigate liability risks. ■

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# SCHEDULE A DRILL

Quite often, the first time a responder interacts with CHEMTREC is during an emergency. To help emergency responders enhance their knowledge of the resources available through CHEMTREC during a hazmat incident, we offer a comprehensive drill program.

**CHEMTREC's drill program familiarizes your team with our process by walking them through a mock scenario that would require them to contact our Operations Center. The exercise is simulated to demonstrate how CHEMTREC's Emergency Service Specialists would support you during any actual emergency call.**

Emergency responders benefit from the drill experience by walking through the motions of our 24/7 emergency response service, so they have a better understanding of how CHEMTREC can assist responders during real-world incidents by connecting you with everyone involved and providing your team with the information needed to manage hazmat shipping incidents safely and efficiently.



[www.chemtrec.com/training-drills/schedule-drill](http://www.chemtrec.com/training-drills/schedule-drill)

# TRANSCAER National Events

Article By: Jennifer Membreno-Maltez, TRANSCAER® and Training Manager, CHEMTREC®

TRANSCAER® (Transportation Community Awareness Emergency Response) hosts numerous training events in coordination with industry sponsors. Each national-level TRANSCAER event covers at least one mode of transportation and one hazmat commodity during the training day. Here are a few recaps of our 2023 training events:

## Chicago, Illinois

On May 9-11, 2023, TRANSCAER held a Rail Safety & Emergency Response Training at Union Pacific's Global One Yard in Chicago, IL. The event, supported by GATX and Union Pacific Railroad, had 117 attendees from over 15 different agencies. The training covered railroad operations, hazards, safety rules, rail hazmat safety, and emergency response procedures. Participants also learned about tank compliance, regulations, tank car types, safety components, and repair and inspection requirements.



Matt Thompson from Union Pacific led both classroom instruction and hands-on tank car operation and safety training, showcasing the GATX TankTrainer tank car. Responders had the opportunity to work with various tank car valves and fittings and conducted a size-up of the tank car to understand potential emergency scenarios.

## Houston, Texas

TRANSCAER conducted Highway Transportation & Confined Space Entry Training at the Houston Fire Academy on April 4-5, 2023. This event had over 56 participants, with support from Kenan Advantage Group, Sunoco LP, Groendyke Transport, and the Houston Fire Academy. The training focused on confined space entry, scene stabilization, and rescue techniques. Attendees participated in field exercises, familiarizing themselves with the valves, fittings, and leak points of MC 331, DOT 406, DOT 407, and MC 338 cargo trailers. They also practiced entering a trailer and packaging a victim for removal.



Attendees practiced entering a DOT 407 cargo trailer and packaging a victim for removal during a confined space entry drill.

## Salt Lake City, Utah

From May 9-11, 2023, TRANSCAER held a national training event in Salt Lake City, UT, with 78 attendees. The event featured Union Pacific Railroad's training tank car and an Ethanol Emergency Response Classroom session by the Renewable Fuels Association. The training included an introduction to the railroad industry, ethanol and ethanol-blended fuels, firefighting foam principles, and emergency response procedures. Participants engaged in field exercises installing the Emergency Kit "C" on chlorine tank car valve arrangements and the Midland Emergency Response Kit on typical flammable gas assemblies.



Jake Hammer (UPRR) guided attendees through a detailed overview about railroad emergency response during a field exercise in Salt Lake City.



Participants engaged in hands-on activities, gaining practical experience with various valves and housings, enhancing their understanding and skills in managing these critical components.



Participants engaged in hands-on activities, gaining practical experience with various valves and housings, enhancing their understanding and skills in managing these critical components.

## Pittsburg, California

TRANSCAER held a hazmat and transportation training event in collaboration with BNSF Railway, Corteva Agriscience, and the Chlorine Institute on October 4, 2023. The event was attended by representatives from over 16 different agencies, totaling 63 attendees. BNSF Railway presented on railroad operations, hazards, and safety rules, providing crucial insights into the complexities of railroad safety and emergency response. US Ecology, a member of the Chlorine Institute, led a comprehensive session on chlorine emergency response. This session covered the physical and chemical properties of chlorine, transportation methods, health effects of acute exposure, proper selection of personal protective equipment, first aid, and medical treatment measures. Corteva Agriscience provided an overview on responding to industrial facilities and situational awareness. This presentation highlighted the differences between industrial emergencies and typical emergency calls, offering critical considerations and best practices for responders.



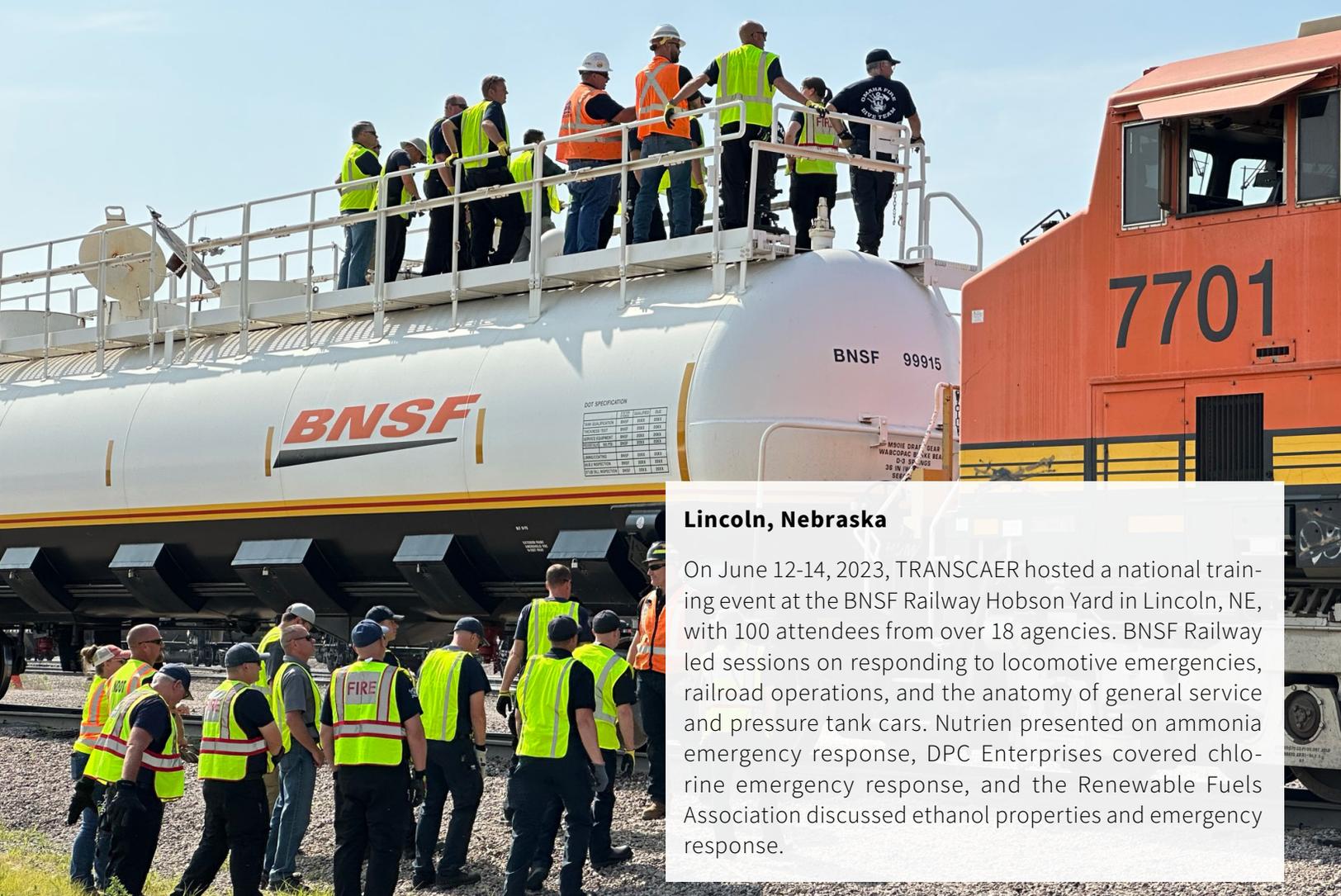
Toby Crow and Robbie Morris (Corteva Agriscience) led the industrial facilities and situational awareness session, emphasizing the importance of situational awareness when responding to industrial emergencies.

# TRANSCAER®



View the current TRANSCAER Training Event Schedule

<https://www.transcaer.com/training/training-events/united-states>



**Lincoln, Nebraska**

On June 12-14, 2023, TRANSCAER hosted a national training event at the BNSF Railway Hobson Yard in Lincoln, NE, with 100 attendees from over 18 agencies. BNSF Railway led sessions on responding to locomotive emergencies, railroad operations, and the anatomy of general service and pressure tank cars. Nutrien presented on ammonia emergency response, DPC Enterprises covered chlorine emergency response, and the Renewable Fuels Association discussed ethanol properties and emergency response.

**Kansas City, Kansas**

TRANSCAER held a national training event at the BNSF Railway Argentine LMIT Yard in Kansas City, KS, on September 19-21, 2023. With over 132 attendees from more than 20 agencies, the event included participation from BNSF Railway, Union Pacific Railroad, and CPKC. Attendees learned about the AskRail® Mobile app, tank car anatomy, common leaks, valve fittings, pressure relief devices, tank car housings, and chlorine kit installations. The event also covered locomotive emergency response procedures.



*Mike Sheehan (BNSF Railway) leading a classroom session about Railroad Emergency Response.*



*Jesse Duplechin (UPRR) showing attendees valves and fittings.*

These events highlight TRANSCAER’s commitment to enhancing safety and emergency response through comprehensive training. By collaborating with industry partners, TRANSCAER supports responders’ preparedness to handle hazmat emergencies across various transportation modes.

**Special thank you to our training partners and sponsors this year for supporting these TRANSCAER training events. ■**

# Strengthening Emergency Preparedness: Highlights from TRANSCAER Mexico 2023

Article By: Jennifer Membreno-Maltez, TRANSCAER® and Training Manager, CHEMTREC®

In a significant stride towards enhancing emergency response capabilities, TRANSCAER México held a National Training event in Monterrey on October 25-26, 2023, at the prestigious Universidad Autónoma de Nuevo León. This event was a collaborative effort with CPKC De México and Ferromex - Grupo México Transportes, two of México's leading Class I railroads.

The two-day event saw an impressive turnout of over 124 attendees, who engaged in a blend of classroom sessions and practical field exercises. The primary goal was to equip participants with the knowledge and skills needed to effectively manage emergencies involving compressed gases.



## Comprehensive Classroom Sessions

The classroom sessions featured a roster of distinguished expert speakers who provided deep insights into various aspects of emergency response. The sessions kicked off with a foundational overview of emergency response preparation for compressed gases, setting the stage for more detailed discussions.

One notable session delved into the properties of anhydrous ammonia. Participants gained a thorough understanding of its chemical and physical properties, the importance of placards and labels, container types, tank construction, and the specific hazards and potential outcomes associated with anhydrous ammonia incidents. Additionally, strategies and tactics for effective emergency response to ammonia spills were discussed in detail.

Chlorine properties and emergency response was another critical topic covered. This session addressed the physical and chemical properties of chlorine, its transportation methods, the acute health effects of exposure, proper selection of personal protective equipment, and essential first aid and medical treatment measures. Similarly, the properties and emergency response tactics for LPG were explored, emphasizing its chemical and physical characteristics, transportation modes, transfer operations, suggested response strategies, and environmental considerations.



Javier Infanzón (SEIF), presenting on chlorine properties and emergency response.

## Engaging Field Exercises

Following the intensive classroom sessions, participants moved to the CPKC de México railyard for hands-on field exercises. These practical sessions were designed to provide real-world experience and included tank car dome inspections, where participants learned about the anatomy of pressure and general service tank cars, their components, and safety features.

Attendees practiced with both CPKC and Ferromex equipment, focusing on valves and general accessories. The field exercises also incorporated operations with a fire-fighting trailer and practical sessions with pressurized props. The C-Kit Workshop was a highlight, engaging participants in handling various leak scenarios involving valves and tank car accessories for chlorine and teaching effective mitigation techniques.



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## Acknowledgements

The success of this event would not have been possible without the contributions of our guest speakers and instructors:

- Francisco Merchant-Perez, CPKC
- Jorge Alberto Moreno Velasquez, Grupo México
- Luis Castillo Bermudez, Grupo México
- Raymundo Ibáñez Garduño, Granjas Carrol de México S. de RL
- Javier Infanzón, SEIF
- Esteban Benavides, New World Fuel
- Francisco Gonzalez, Federal Railroad Administration
- Yair Reyes, MERGOB
- Jose Luis Hernandez, MERGOB
- Hermer Rosario, SEIF

We also extend our heartfelt thanks to the dedicated staff members from the CPKC Team, Grupo México Team, MERGOB Team, and SEIF Team. It is through the commitment and expertise of these members of the TRANSCAER México team that we can continue to better prepare first responders to handle hazardous materials and ensure rail safety in Mexico.

## Looking Forward

As TRANSCAER México continues to grow, we look forward to the ongoing support of our Corporate Members through the TRANSCAER México Corporate Membership program. This voluntary outreach initiative relies on corporate sponsorship to fund our training and outreach efforts. In return, Corporate Members receive valuable marketing opportunities to emergency responders, industry professionals, and transportation companies.

For more information on how to pledge your support, complete the TRANSCAER México Corporate Membership application form available here: <https://www.transcaer.com/mexico/formulario-de-solicitud-de-miembro-corporativo>.

Stay updated with the latest training events, online courses, and resources in Spanish by following TRANSCAER México on Facebook at [www.facebook.com/transcaermexico](http://www.facebook.com/transcaermexico). ■

**Interested in getting involved? Learn more and contact us today at [www.transcaer.com/mexico](http://www.transcaer.com/mexico)**

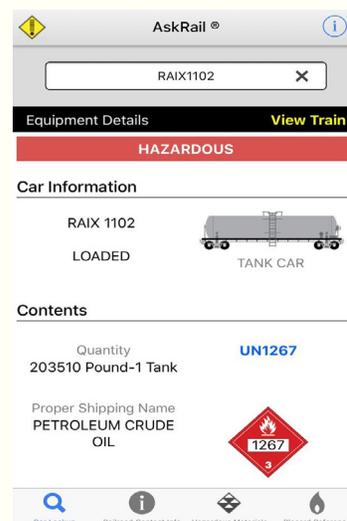


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- ✓ Simple

Plan informed responses to rail emergencies involving hazardous materials with an easy-to-use mobile interface.



The app includes railroad emergency contacts and Emergency Response Guidebook information.



AskRail grants real-time access to data about the contents of specific railcars through the app's simple railcar ID

Learn more at [www.AskRail.us](http://www.AskRail.us)



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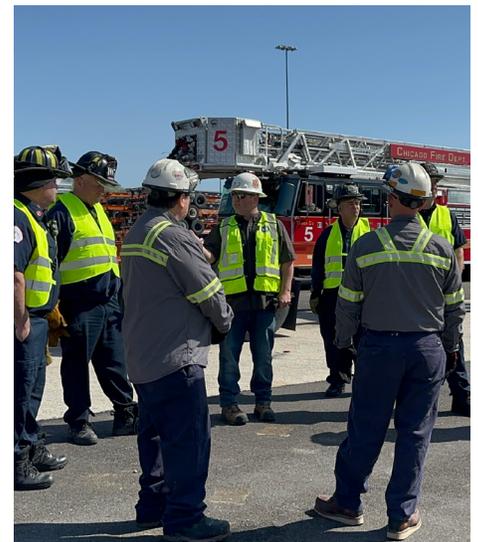


RAILINC

# reaching OUT



Instructors and staff at the Regional Hazmat & Transportation Training with a Live Release Ammonia Drill in Wells, Maine. There were 77 attendees throughout the Northeast region and Quebec that attended the training May 23-24, 2023.



Members of the Chicago Fire Department joined industry partners at the GATX and Union Pacific Railroad TRANSCAER Rail Safety & Emergency Response event in Chicago, IL from May 9-11, 2023.



JH Seale & Son Inc. Instructors with the Charlotte Fire Department at a training held at the Charlotte Fire Department Training Academy in Charlotte, North Carolina in March 2022.



A TRANSCAER LNG Safety & Highway Transportation Training was hosted in Chester, VA, September 13-15, 2023. The training included Liquefied Natural Gas Safety and Emergency Response. Attendees also had the opportunity to learn about multiple cargo trailers that were provided onsite by Kenan Advantage Group and Independence Hydrogen, Inc.



100 attendees were at the TRANSCAER Hazmat & Transportation Training in Lincoln, Nebraska, June 12-14, 2023. BNSF Railway hosted the event in partnership with TRANSCAER. One of the topics presented to attendees was an overview of responding to emergencies involving a locomotive.



Government officials attend the Ammonia Live-Release Drill in Ashland, VA. Over the course of three days August 21-23, 2023, there were 117 participants at the training.



Over 130 attendees were out at the National TRANSCAER Event held in Kansas City, KS, September 19-21, 2023.



TRANSCAER and The Sulphur Institute held a training event in collaboration with BNSF Railway, CPKC, and Iron Horse Services, Union Pacific Railroad, and Martin Sulfur in Beaumont, TX, March 15-16, 2023. There were 100 attendees for this inaugural event.



TRANSCAER hosted a Highway Transportation & Confined Space Entry Training in partnership with the Houston Fire Department, Groendyke Transport, Kenan Advantage, and Sunoco in Houston, TX on April 4 & 5, 2023.

This is a behind the scenes shot from filming our new AskRail® video in California with the Roseville Fire Department, Union Pacific Railroad, and our video producer Andy Johnson (imed Design). Be sure check out the final video available online under the TRANSCAER Seconds Count video series.



TRANSCAER and Union Pacific Railroad collaborated with the City of Los Angeles Fire Department and the Department of Justice to host a TRANSCAER Rail Safety & Emergency Preparedness Community Day at the Watts Empowerment Center in Los Angeles, CA. The event brought in numerous community partners and local emergency response services to provide residents of the community with information related to emergency preparedness, hazardous materials, and rail safety.



Members of the National TRANSCAER Task Group held their June 2023 quarterly meeting in Jacksonville, FL. The meeting coincided with a TRANSCAER Ammonia Safety Training & Live-Release Drill being held at the Fire Academy of the South. Over the course of June 27-29, 2023, training was provided to 111 emergency responders.

# TRAINING GUIDE TO ETHANOL EMERGENCY RESPONSE

AVAILABLE IN ENGLISH AND SPANISH





# TRANSCAER®

## Hazmat Team Response Fund

Article by: Jennifer Membreno-Maltez, Manager, TRANSCAER & Training, CHEMTREC®

In the dynamic field of hazardous materials transportation, the TRANSCAER Hazmat Team Response Fund emerges as a pivotal source of support, delivering essential resources to hazmat teams nationwide. Established with the mission of enhancing community and responder safety, this fund provides financial assistance to help acquire specialized equipment and advanced training, thereby bolstering the capabilities of these essential teams to manage transportation incidents involving hazardous materials effectively.

In 2023, TRANSCAER had the honor of supporting three exemplary departments, each demonstrating a strong commitment to hazmat safety and preparedness:

### **Buckingham County Department of Emergency Services (Buckingham, VA)**

Nestled in the heart of Virginia, the Buckingham County Department of Emergency Services is a multi-faceted agency dedicated to managing emergency response within the county. With responsibilities spanning fire protection, EMS, emergency management, and more, the department is often the first to confront challenges such as fuel leaks and potential hazmat incidents. The acquisition of an MSA Altair 4XR Multi Gas Meter, funded by the TRANSCAER Hazmat Team Response Fund, marks a significant enhancement in their ability to swiftly assess emergencies and direct necessary actions. This new asset is critical for a department that is the first line of defense in a region dotted with hazardous materials sites and major transportation routes, supporting immediate and effective response capabilities.



Chief Cody Davis and Emergency Management Coordinator Charles Kirby with their new MSA Altair 4XR Multi Gas Meter.



<https://www.transcaer.com/about-transcaer/hazmat-team-response-fund>

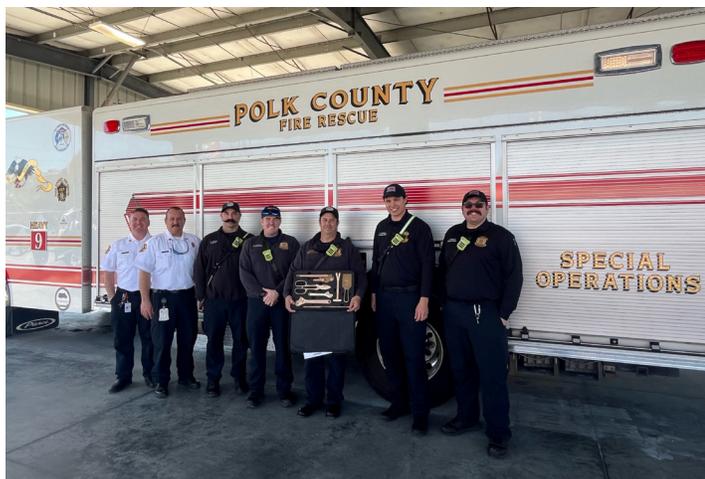
## Carters Valley Fire Department (Church Hill, TN)

Covering a crucial stretch of highway and industrial territory, the Carters Valley Fire Department is at the forefront of hazardous materials response in Church Hill, Tennessee. Tasked with safeguarding areas near major chemical facilities, the department's role in preventing and managing hazmat incidents is indispensable. The funding provided for an MSA Altair 4XR multi-gas detector and calibration kit is a game-changer, enabling the department to safely enter potentially hazardous environments and extend mutual aid with this critical tool. This equipment not only enhances the safety of responders, but also significantly mitigates the risk of hazardous incidents affecting the community and the environment.

## Polk County Fire Rescue (Bartow, FL)

As one of the fastest-growing counties in the nation, Polk County, Florida, relies on Polk County Fire Rescue for a wide array of emergency services. With an average of one gas leak call per week, the need for specialized, non-sparking tools to immediately address flammable gas leaks is paramount. The acquisition of a Grainger non-sparking 16-piece toolkit and toolbox, funded by the TRANSCAER Hazmat Team Response Fund, represents a critical step forward. These tools enable the team to take swift action in mitigating hazards, reducing reliance on external resources, and enhancing overall community safety.

Funding for the TRANSCAER Hazmat Team Response Fund has been made possible due to the generous support of our Corporate Members. By supporting our hazmat responders, these companies are not only helping to strengthen immediate response capabilities, but also contribute to a safer, more resilient future for communities across the United States. ■



Polk County purchased a Grainger non-sparking 16-piece toolkit and toolbox.

# TRANSCAER HAZMAT TEAM RESPONSE FUND APPLICATION PERIOD

**2024 applications are currently under review.**

**The 2025 application period will open on  
February 1, 2025.**

## CRITERIA

**To be eligible to apply for funding through the TRANSCAER Hazmat Team Response Fund, hazmat teams must meet the following criteria:**



- The Hazmat Team within a local or state fire department must be located in the United States and be legally organized under state law.
- The Hazmat Team must demonstrate their need to receive funding, and, in the application essay their department must describe the specific hazmat equipment that would be purchased and/or specific advanced training the hazmat team would attend to increase their response capabilities to hazardous material transportation incidents.
- Only one application will be accepted per Hazmat Team/Department. Any subsequent applications received from the Hazmat Team/Department during the application period will be disqualified.
- Past recipients of funding through the TRANSCAER Hazmat Team Response Fund must wait five years before reapplying for additional funding.
- The Hazmat Teams that receive funding must use the money to increase their hazmat response capabilities and not for any other purpose. The funding cannot be redistributed.
- The Hazmat Teams that receive funding agree that their department/hazmat team name, details from their application essay, and all photos taken during the award presentation may be used in media by CHEMTREC, TRANSCAER, and the American Chemistry Council for the purposes of promoting the TRANSCAER Hazmat Team Response Fund program.
- The Hazmat Teams who receive funding also agree to a department visit by a TRANSCAER representative for an award presentation within 60 days of notification of being selected as a recipient.

# Meet Our Team

## 2024-2026 Executive Committee



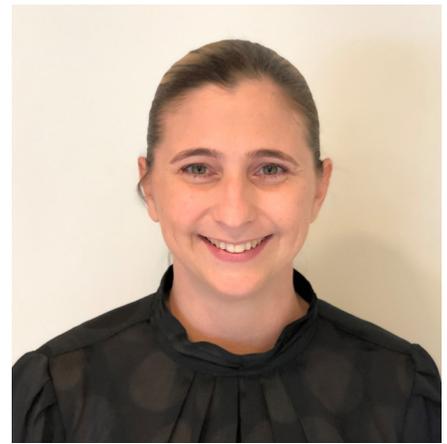
**CHAIR**

**Joe Taylor**  
CSX Transportation



**VICE CHAIR**

**Pete Kirk**  
Dow



**TRANSCAER SPONSOR**

**Robyn Kinsley**  
The Chlorine Institute



**RAILROAD SPONSOR**

**Paul Holt**  
Union Pacific Railroad



**NTTG MEMBER**

**Keith Silverman**  
GoldShield TEAM

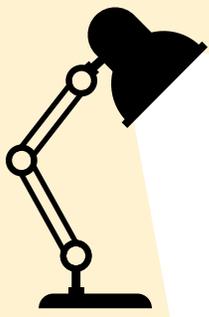


**DIRECTOR**

**Erica Bernstein Fischer**  
TRANSCAER/CHEMTREC

# CSX





# TEAM MEMBER

## Highlights



### SAWYER SANCHEZ

Training and TRANSCAER Curriculum Specialist  
CHEMTREC®



### CRAIG JORGENSON

President & CEO  
The Sulphur Institute (TSI)

Sawyer Sanchez commenced his professional journey at CHEMTREC in September 2022, leveraging his bachelor's degree in finance to serve as a Junior Accountant within the Finance Department. There, he efficiently managed accounts receivable correspondence, executed payment procedures, generated invoices, and updated accounting team procedures for audits. Transitioning to the role of Training/TRANSCAER Curriculum Specialist in October 2023, Sawyer supported both training and TRANSCAER programs passionately, demonstrating his commitment to aiding first responders. Prior to CHEMTREC, he served in the US Marines for four years, deploying to Afghanistan in 2013. With bilingual fluency in Spanish and English, and ongoing Portuguese language studies, Sawyer is poised to contribute significantly to the TRANSCAER Team and TRANSCAER México Team, overseeing the State Coordinator program, the TRANSCAER Website, and assisting with TRANSCAER event coordination. Concurrently pursuing studies in Cybersecurity, he aims to bolster network security and protect vital information. Outside of work, Sawyer enjoys outdoor activities and sports such as hiking, basketball, and gaming.

Craig Jorgenson is the representative for The Sulphur Institute (TSI) to the National TRANSCAER Task Group (NTTG). Before joining TSI, Mr. Jorgenson spent 25 years in the US Army as a Transportation and Logistics officer. Before retiring as a Colonel in 2014, he spent 11 years overseas in Germany, Japan, Italy, Turkey, and Kuwait. Throughout his military service he was involved in leading organizations overseeing all modes of transportation including trucks, Army watercraft, rail and port operations, and contract management of commercial transportation capabilities to meet Department of Defense requirements.

In 2014, he joined the TSI staff as the Director of Regulatory Affairs and today is TSI's President and Treasurer. In addition to the NTTG, he sits on several committees, including the Association of American Railroads Tank Car Committee, American Society of Safety Professionals education committee, and the National Fire Protection Association 650 Standard Committee (Prevention of Sulphur Fires) he is the Chair of the Hydrogen Sulfide Coalition.



Various event photos from 2023-2024.



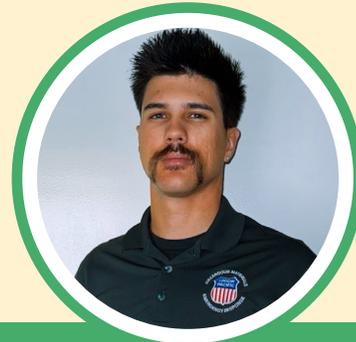
## RYAN GOLDSMITH

Global Emergency Response Leader  
The Chemours Company

As The Chemours Company’s Global Emergency Response Leader, Ryan Goldsmith is responsible for all aspects of emergency response including emergency responder training, emergency preparedness, company resiliency, all hazards assessments and response, and emergency response during distribution.

Ryan has over 24 years with The Chemours Company (ACC Member Company), starting his career at the Washington Works facility holding roles as an operator, training technician and Site Emergency Response (ER) Leader, before moving to his current role as the Corporate Global ER Leader. Ryan also has over 30 years’ experience in Emergency Response. Beginning his fire service career at Washington Bottom VFD and continuing to serve that community until January 2022, Ryan has held many positions in the fire department including Captain, Training Officer and member of the Board of Directors. He is a National Pro Board-Certified Hazmat Technician and Hazmat Safety Officer and Incident Commander. Ryan holds numerous Fire certifications and is a certified Rope and Confined Space Rescue Technician and instructor.

In Ryan’s current role he has the privilege to work with external partners. He holds positions on TRANSCAER National TRANSCAER Task Group (NTTG), The Chlorine Institute’s Emergency Preparedness Issue Team (EPIT), and HF Mutual Aid Network.



## KRISTIAN AHRENS JR

Manager Hazardous Materials  
Union Pacific Railroad

Kristian Ahrens Jr., Union Pacific’s Hazmat Manager, expertly oversees hazardous materials incidents and emergency management in the Southern California and Las Vegas, NV territory. With a solid foundation as a response contractor during his emergency management studies, Kristian brings over 8 years of experience to the field. His role extends to training first responders, engaging in community outreach, participating in state and federal drills and leading environmental cleanup and remediation efforts. His dedication advances safety and preparedness in every aspect of his work.



Various event photos from 2023-2024.

Thank you!

to our Corporate Members

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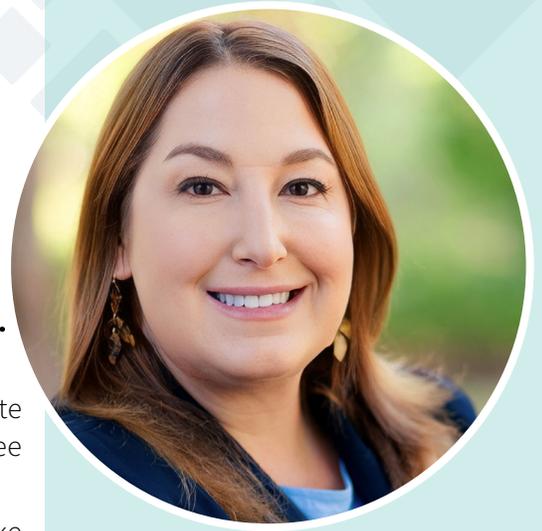
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# Letter from the TRANSCAER Director

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## **Erica Bernstein Fischer**

Director, Training, Outreach, and  
Partnerships  
CHEMTREC®/TRANSCAER®  
eberstein@chemtrec.com

As the Director of TRANSCAER, I am honored to extend my appreciation to each National TRANSCAER Task Group Member and all attendees for making 2023 an incredible year for our organization! Your commitment has played a pivotal role in the success of our training programs and grant project initiatives. The collaborative efforts of our team, the active involvement of our sponsors, the support of our partners, and the generosity of our corporate members have been instrumental in achieving our annual goals.

As we reflect on the achievements of 2023, I am pleased to share some impressive training statistics:

- Number of Training Events : 1,092
- Total Participants Trained : 47,456
- Over 255,000+ trained in the last 7 years!
- 12,748 reached through virtual/web-based learning opportunities.

These numbers underscore the impact of our collective efforts and the positive ripple effect on emergency response capabilities nationwide.

Our new 2024-2026 Executive Committee also took time to hold a strategic planning session in January of 2023 to draft a new strategic plan that will focus on identifying emerging curriculum topics, identifying new training equipment, increasing funding for the TRANSCAER Hazmat Team Response Fund to support more hazmat teams across the U.S. and Mexico, strengthen our Partner program, and continuing to

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increase engagement in our Corporate Member Program over the next three years.

If you have not had a chance to take a course on TRANSCAER's Learning Management System at [www.hazmat-courses.com](http://www.hazmat-courses.com), I encourage you to join the over 14,100+ users who have already joined and started taking free online training! Last year, TRANSCAER issued over 9,570 certificates and we have 17 courses (two in Spanish) that are available 24/7 and credit hours are listed on each certificate.

To our valued emergency responder community, you consistently stand at the core of our mission. Our relentless pursuit and goals focus on equipping you with the essential tools, resources, and training opportunities that safeguard both you and your community. Your commitment to expanding knowledge and attending hands-on training is evident and truly commendable through your active participation in TRANSCAER training events, exercises, learning management system courses, and webinars.

To our dedicated Sponsors, Corporate Members, Partners, and State Coordinators I want to convey on behalf of the entire Executive Committee we are grateful for your ongoing engagement, contributions, and unwavering dedication year after year to the TRANSCAER program, emergency responders, and communities across North America.

## **OUR MISSION**

TRANSCAER® (Transportation Community Awareness Emergency Response) is an outreach program covering North America. Since 1986, the organization has focused on assisting communities and training emergency responders to prepare for and respond to hazardous material transportation incidents. The TRANSCAER program is led by industry professionals and supported by partner agencies who are critical to the success of our mission.

## **OUR PURPOSE**

- ◆ Provide awareness of the safe transportation and handling of hazardous materials
- ◆ Conduct training for communities and emergency responders on how to safely respond to incidents involving hazardous materials during transportation
- ◆ Assist communities with emergency response planning, training, and exercises for hazardous material transportation incidents

As a TRANSCAER Team we eagerly anticipate building upon this momentum in the upcoming year, reinforcing our commitment to delivering exceptional training for emergency responders and assisting communities to prepare for and respond to hazardous material transportation incidents.

I look forward to seeing many of you at hazmat conferences and training events throughout the year. Thank you for allowing TRANSCAER to be part of your hazmat training community. Wishing each of you a safe, wonderful, and successful year. See you on the road, at the rail yard, or even at the airport!

Sincerely,

**Erica Bernstein Fischer**



*TRANSCAER hosted government officials at the Ammonia Emergency Response Training and Live-Release Drill in Jacksonville, FL in June 2023 to provide awareness of the mission of industry and first responders training together and how vital supporting funding for the ALERT and Community Safety Grant are at the federal level.*



*Members of the TRANSCAER National TRANSCAER Task Group on December 7, 2023.*

*Back Row from Left to Right: Craig Jorgensen (The Sulphur Institute), Ken Desmond (NVFC), Joe Milazzo (CHEMTREC), Paul Holt (Union Pacific Railroad), Paul Hartman (American Petroleum Institute), Matt Paynter (Nutrien), Ken Collins (CN Rail), Derek Lampkin (BNSF Railway), Andrew LaVanway (CHEMTREC), Chris Brown (CHEMTREC).*

*Front Row Left to Right: Erica Fischer (CHEMTREC/TRANSCAER), Brian Dailey (The Chemours Company), Ryan Goldsmith (The Chemours Company), Pete Kirk (Dow), Missy Ruff (The Renewable Fuels Association), Robyn Kinsley (The Chlorine Institute), Cindy Kuranchie (The Chlorine Institute), Jennifer Membreno-Maltez (CHEMTREC/TRANSCAER), Andy Elkins (Association of American Railroads), Sawyer Sanchez (CHEMTREC/TRANSCAER), Keith Silverman (Axalta).*



# Letter from the Chief Executive



**Andrew H. LaVanway**

Chief Executive  
CHEMTREC®

Dear TRANSCAER Team,

The world increasingly runs on dangerous goods. Innovations in chemistry and manufacturing make it possible to hold the world's knowledge in your palm, to harness the wind and sun for power, and to explore the secrets of the universe. But those same innovations also create increasingly complicated scenarios for shippers, transporters, and importantly first responders. Emergency services have to be smarter and faster and better trained than ever before.

As the new Chief Executive at CHEMTREC (and as an active volunteer first responder), I am personally invested in fostering our relationship with TRANSCAER and advancing our commitment to training responders and supporting communities. The opportunity to collaborate with such a far-reaching and impactful program aligns perfectly with our mission to enhance the safety and preparedness of responders nationwide. TRANSCAER presents us with a unique platform to make a tangible difference in the hazmat transportation and training landscape.

I am excited to be working closely with our esteemed sponsors, partners, ACC members, state coordinators, and corporate members. Your contributions are essential to the program's success, and we are privileged to have each of you on the TRANSCAER Team. Together, we can harness our collective expertise

and resources to address the evolving needs of responders and continue to offer training on emerging trends and bringing industry and responders together to train and exercise before an incident occurs.

Moreover, I join you at a moment of immense opportunity. New technologies and tools allow TRANSCAER to amplify its message and extend its reach. Communities are more engaged and connected to the risks associated with hazmat production and transport and are more willing to bring us in to support them. Elected officials and industry agree on the safety imperative and are backing their beliefs with their time and tangible funding, including access to federal grants and industry financial support. We have a big mission but have more and better ways to tackle it.

I want to express my sincere gratitude for the opportunity to lead CHEMTREC and support the TRANSCAER program during this exciting time of growth and collaboration. I look forward to working hand in hand with each of you to advance our shared mission and make a positive difference in the world.

Thank you for your unwavering support and dedication.

Kind Regards,  
Andrew H. LaVanway

***TRANSCAER presents us with a unique platform to make a tangible difference in the hazmat transportation and training landscape.***

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A commitment to our nation's hazmat teams

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