



## PUBLIC AGENDA

### Committee for the Safe Transportation of Liquefied Natural Gas by Railroad Tank Car – Phase 2

#### Information-Gathering Meeting

November 9–10, 2021

*Hybrid Meeting via Zoom*

#### Day 1

#### Keck Room 103

Tuesday, November 9

9:00 am – 5:00 pm Eastern

9:00    **Welcome, Study Overview, and Introductions**  
         **Craig Philip, Chair**

#### Session 1: EMERGENCY PREPAREDNESS AND RESPONSE

9:15    **Paul Ruesch**, Federal On-Scene Coordinator Superfund Division, United States  
         Environmental Protection Agency, Region 5

9:45    **Manuel “Manny” Ehrlich**, RESPONDER, LLC

10:15    *Break*

10:30    **Ron Hassan**, Hazardous Materials Training Coordinator, International Association of  
         Fire Fighters

11:00    **Tim Gablehouse**, Member, Colorado Emergency Response Commission & former  
         President, National Association of SARA Title III Program Officials (NASTTPO)

11:30    *Break*

## Session 2: **RISK IN LNG CARGO MOVEMENTS**

11:35 **Thomas Farmer**, Assistant Vice President - Security, Association of American Railroads

12:00 *Lunch*

1:10 **Trey Morrison**, Principal Engineer, Exponent, &  
**Ryan Hart**, Senior Managing Engineer, Exponent

1:50 **Andrew Kohout**, Director, Division of LNG Facility Reviews and Inspections, Office of  
Energy Projects, Federal Energy Regulatory Commission

2:20 **Ashley T. Madray**, Director of LNG Refrigerants, Gas Innovations

2:50 *Break*

## Session 3: **RAILROAD SAFETY TOPICS**

3:05 **Todd Treichel**, Director, Railway Supply Institute–Association of American Railroads  
Tank Car Safety Project

3:40 **John Tunna**, (retired) Director, Federal Railroad Administration Office of  
Research, Development and Technology

4:10 **Dave Anderson**, Elbow River Marketing

4:40 **Michael Iden**, P.E., Tier 5 Locomotive LLC

5:00 **Adjourn**

## **Day 2**

### **Keck Room 103**

**Wednesday, November 10**

9:00 am – 12:00 pm Eastern

9:00    **Welcome and Abbreviated Study Overview**  
         **Craig Philip**, Chair

Session 1 (Cont.): **EMERGENCY PREPAREDNESS AND RESPONSE**

9:15    **Erica Bernstein**, TRANSCAER

9:45    *Break*

Session 4: **LESSONS LEARNED FROM TRUCKING AND MARITIME SHIPPING**

10:00   Panelists:

**Aditya Aggarwal**, PE, PMP, ASConsulting

**Ryan Hart**, Senior Managing Engineer, Exponent

**William J. Hickey**, LCDR, U.S. Coast Guard, Detachment Chief, Liquefied Gas Carrier  
         National Center of Expertise

**Andrew Kohout**, Director, Division of LNG Facility Reviews and Inspections, Office of  
         Energy Projects, Federal Energy Regulatory Commission

**Trey Morrison**, Principal Engineer, Exponent

**Scott Nason**, Application Development Manager – Rail & ISO Markets, Chart Industries

**Pedro Santos**, CEO, Andalusian Energy

**Dan Wright**, VP of Safety, Security and Compliance, Kenan Advantage Group

12:00   *Lunch*

1:00    **Adjourn to closed session**

## **Safe Transportation of Liquefied Natural Gas by Railroad Tank Car – PHASE II**

### **STATEMENT OF TASK**

An ad hoc committee appointed by the National Academies of Sciences, Engineering, and Medicine will review, per request of Congress, current U.S. Department of Transportation (USDOT) plans and activities to inform government and industry decisions about the transportation of liquefied natural gas (LNG) by rail and consider ways to ensure the continued safety of these shipments over the longer-term. The committee's review will be carried out in two phases, each producing a report with findings and recommendations as appropriate.

#### *Phase 1*

The committee will review ongoing and planned USDOT efforts, as documented and reported by the Pipeline and Hazardous Materials Administration (PHMSA) and Federal Railroad Administration (FRA), that are intended to inform pending decisions about whether and how bulk shipments of LNG can be safely transported by railroad tank car. The review will focus specifically on the plans and progress of the PHMSA-FRA LNG Task Force, which has developed and begun executing a multi-task program of research, data gathering, analysis, testing, modeling, and risk assessment. Based on the expert judgment of its members, and drawing largely on the Task Force's reports of results, ongoing and planned tasks, and other relevant information, the committee will produce a report with findings on specific tasks and the program overall with regard to quality, completeness, and relevance to the agencies' near-term decision making needs. The committee may make recommendations in this first report that can be acted upon quickly to strengthen the program.

#### *Phase 2*

The committee will engage in information-gathering and analysis to conduct an in-depth study of topics relevant to ensuring the safe movement of LNG by rail if allowed by special permit or regulatory authorization. At a minimum, the committee will examine:

- The experience transporting LNG in bulk shipments by other modes, including by water and truck, to identify basic principles applied for safety assurance that can inform measures taken by government and industry to ensure the safe movement of LNG by rail;
- What is known about the effectiveness of special regulatory and industry measures intended to assure the safe transportation of other relevant bulk rail shipments of hazardous materials, especially any routing, speed, and other operational controls applied to high-hazard flammable trains and accompanying enhanced track inspection regimes; and,
- The applicability to bulk rail transportation of LNG of current emergency response plans, protocols, and guides for responding to LNG transportation incidents, such as in PHMSA's Emergency Response Guidebook.

In carrying out its review of these topics, the committee may determine that there are other topics directly relevant to the safe transportation of LNG by rail that warrant examination, and it may elect to do so. Based on findings from the study, the committee will issue a second report containing recommendations as appropriate to Congress, PHMSA, FRA, industry, emergency responders, and other relevant parties on actions, both nearer- and longer-term, that are warranted to improve understanding of the risks associated with transporting LNG by rail, mitigate risks, and prevent and prepare for potential incidents.