

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

## National Association of SARA Title III Program Officials

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Pipeline and Hazardous Materials Safety Administration

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## Pipeline and Hazardous Materials Safety Administration (PHMSA)

One of the smallest regulatory agencies  
in the federal government

- Office of Hazardous Materials Safety
- Office of Pipeline Safety

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## "Lots of changes ...

New Offices,  
New Leadership,  
New Approach"

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## In A Typical Year, PHMSA . . .

- Distributes over **2 million** training and information **publications**
- Receives and responds to more than **12,000 requests** for assistance
- Assists more than **31,000 callers** requesting information, clarification, or interpretation of the standards
- Issues more than **5,000 Approvals** and more than **1,000 Special Permits**
- **Trains** more than **5,000** Federal, state, and local representatives
- Conducts over **1,600 compliance inspections**

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5

## HMEP Grants Program *Emergency Preparedness*

- \$14 Million Per Year
  - 2,102,000 First Responders Trained
  - 1,800 Fire Service Instructors
  - 24,000 Curriculum Guidelines Distributed
  - 11,000 Exercises Conducted
- Growing to \$28 Million
- Seeking New Information
  - Impact, Effectiveness & Accountability



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6

## Hazardous Materials Emergency Preparedness (HMEP) Grants Program

- Background
  - Proposal developed by DOT, FEMA, DOL/OSHA, and DOE
  - Presented to Congress 1974
  - Supports framework and working relationships within
    - the National Response System and
    - the Emergency Planning and Community Right-To-Know Act (EPCRA) of 1986 (Title III).
  - Program started FY1993

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7

## HMEP Planning and Training Grants to States, Territories, and American Tribes


- Planning Grants
  - FHMTL authorizes \$5 million annual
  - Required 75% pass-through to Local Emergency Planning Committees (LEPCs)
- Training Grants
  - FHMTL authorizes \$7.8 million annual
  - For training emergency responders

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8

## PHMSA's Guiding Principles

- Systems Approach to Problems
  - Risk-based
  - Data-driven
- "Enterprise" Solutions
  - Higher Expectations
  - Stakeholder Inputs
  - Innovative Solutions
  - Partnerships
- Transparency
  - "Self-Corrective Behavior"
- Model Agency
  - Effectiveness
  - Responsiveness
  - 21<sup>st</sup> Century Solutions





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10

## Addressing The Highest Risks

- Fire Aboard Aircraft
- Toxic Inhalation Hazards (TIH)
  - Rail Tank Cars
- Tanker Trucks Crashes
- Loading/Unloading (Bulk Cargo)




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11

## Other Risk Issues


- Undeclared Hazmat Shipments
- Packaging Failures
- Security of Imported Cargo Containers
- Emergency Response & Communications
- Products Transported by Air
  - Air Packaging
  - Batteries
  - Fuel Cells Replacing Batteries

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12

## How Safe Are We?

*"Data Driven"*  
Performance Scorecard



Year	Injuries
2002	13
2003	119
2004	289
2005	937
2006	232

## Hazmat Transportation's Safety Record – All Modes

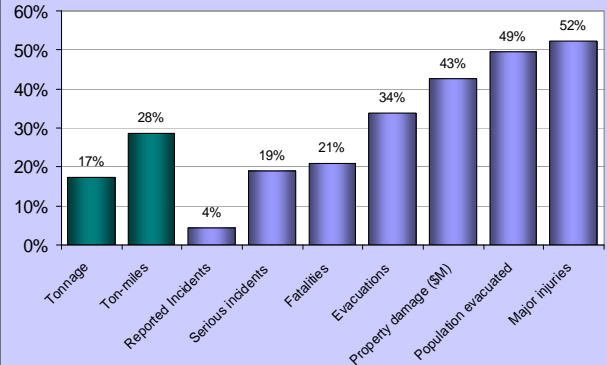
	2002	2003	2004	2005	2006
<b>Incidents</b>	<b>10,114</b>	<b>10,055</b>	<b>10,045</b>	<b>10,270</b>	<b>10,100</b>
Deaths (all inclusive)	10	15	16	34	6
Injuries	136	119	288	937	232
Damages (in \$M)	\$58.2	\$53.6	\$63.3	\$54.8	\$65.0
<b>Serious Incidents Reported*</b>	<b>465</b>	<b>472</b>	<b>489</b>	<b>517</b>	<b>470</b>
Injuries	28	35	134	813	82
Damages (in \$M)	\$43.0	\$39.1	\$49.7	\$46.8	\$52.3

Compare to average 438 million shipments annually by all modes

Data as of 3/2/07

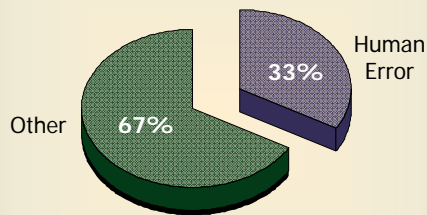
\* PHMSA revised the definition of a serious incident in 2002. This report uses the current definition - fatality or major injury caused by the release of a hazardous material, the evacuation of 25 or more persons as a result of release of a hazardous material or exposure to fire, a release or exposure to fire which results in the closure of a major transportation artery, the alteration of an aircraft flight plan or operation, the release of radioactive materials from Type B packaging, the release of over 150 gallons or 802 pounds of a severe source pollutant, or the release of bulk quantity (over 150 gallons or 802 pounds) of a hazardous material.

## Rail Hazmat Safety Indicators (Rail as a percentage of all Hazmat/all modes, 2004-2006)



Source: DOT/PHMSA Incident Data, as of 1-9-2007; BTS/Census CFS 2002

## Prevention Through People



143 hazmat fatalities since 1997

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16

## "Enterprise" Approach

- Pitch a "Big Tent"
  - Bring All Stakeholders to the Table
- Share Responsibilities
- Tackle the Tough Problems
- Build Partnerships
- Better, More Innovative Solutions



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17

## Loading/Unloading Enterprise

- Best Practices
  - Interested Parties Proposal
  - Facilitated Workshops
- Refinement of Incident Data
- Broad Stakeholder Participation
- Rulemaking



## Leveraging Electronic Technology

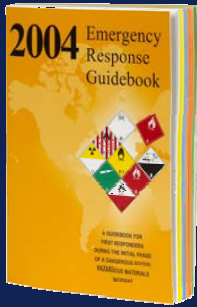


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19

## 2008 ERG Revision *Model Agency*

- Paper Guidebook\*
- Electronic Guidebook on a Pocket PC




\*2004 ERG—Over 2.2 million copies printed and distributed free of charge to the Nation's First Responders by the U.S. Department of Transportation

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20

## Undeclared Hazmat Shipments



Reverse Logistics      On-Line Auctions, Etc.

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21



## Themes Hazmat Reauthorization HMTA

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22



## Reauthorization Themes and Provisions

- 1. Improve Integrity of the System and Reduce Risk**
  - Strengthen Incident Reporting & Enforcement
  - Improve our Capability for Data Analysis and Risk Assessment (HM Intelligence Portal)
  - Pilot Program in Integrity Management for Large Shippers, Carriers, & Packagers
- 2. Apply Uniform National Standards and Reduce the Regulatory Burden**
  - Looking at Uniform National Standards in the Handling of Hazardous Materials
  - Simplify Compliance Requirements Where Safety is Not Compromised (Finger-print checks)

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23



## Reauthorization Themes and Provisions

- 3. Promote Safety and Efficiency Through "Electronic Freight Management"**
  - Electronic Shipping Papers
  - Wireless Communications for Emergency Responders
  - Import Security of Containers
- 4. Strengthened Partnerships with Federal, State, and Local Enforcement Officials**
  - Center of Excellence -- Enforcement Training
  - Enhanced Enforcement Capabilities of State/Local Officials

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24



## Reauthorization Themes and Provisions

- 5. Anticipate New Technology and Invest in Technology Development**
  - Research and Development Program
  - Anticipate New Technologies
    - Ethanol, Fuel Cells, Hydrogen
- 6. Partnerships with Emergency Response Community**
  - Enhanced emergency response programs
    - federal and state partners.
  - First Responder Partnerships
    - Incident Data and Investigations

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25

## Leadership

- "Raise the Bar" on Safety
- Set Clear Goals & Strategies
  - Back Up with Data
- Build Capacity and Capabilities of Our States and Tribes in Emergency Preparedness & Response
  - Bring In All Perspectives
- Work Hand-in-Hand with Our Partners in the Federal Family

*Make It Happen!*

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26

## Questions

### Future of HMEP Grant Program

1. Where do we Want the Program to Go? Its Future?
2. How do we communicate the importance and accomplishments?
3. How do we make the program more effective?
  - Balance between Planning and Training?
  - Other Focus Areas?
  - Partner with Other Agencies with Resources?
4. How do we address accountability before it becomes an issue?

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27

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28

## Strategies

### Future of Hazardous Materials Transportation (Guide to Reauthorization)

1. SAFETY
2. PARTNERSHIP
3. TECHNOLOGY
4. PERFORMANCE