

ILLINOIS COMMERCE COMMISSION



2020 ANNUAL REPORT ON ACCIDENTS/INCIDENTS Involving Hazardous Materials on Railroads in Illinois





STATE OF ILLINOIS

ILLINOIS COMMERCE COMMISSION

527 East Capitol Avenue
Springfield, Illinois 62701

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March 18, 2021

The Honorable Don Harmon
Senate President

The Honorable Dan McConchie
Senate Republican Leader

The Honorable Emanuel Chris Welch
House Speaker

The Honorable Jim Durkin
House Republican Leader

Dear Honorable Members of the Legislative Leadership:

The Illinois Commerce Commission submits the attached report in compliance with 625 ILCS, Section 5/18c-1204, which directs the Commission to *"prepare and distribute to the General Assembly.....a report on railway accidents in Illinois which involve hazardous materials."*

As required by Illinois law, this report includes the location, substance involved, amounts involved, and the suspected reason for each accident. The report also provides the rail line and point of origin of the hazardous material involved in each accident.

Additionally, the report contains the following related information:

- Details regarding events where hazardous material was involved, but no release occurred;
- An overview of ICC activities relative to the transportation of hazardous materials by rail within the state; and,
- A history of the railroad hazardous materials program.

Should you have questions, or need clarification about any of the information presented, please contact Sarah Ryan, Director of Governmental Affairs, at (217) 785-2449.

Sincerely,

A handwritten signature in blue ink, appearing to read "Carrie K. Zalewski".

Carrie K. Zalewski
Chairman

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1. INTRODUCTION

This report has been prepared by the staff of the Illinois Commerce Commission's Railroad Safety Section in accordance with the provisions of 625 ILCS 5/18c-1204. The law directs the Illinois Commerce Commission (ICC) to "*prepare and distribute to the General Assembly ... a report on railway accidents in Illinois which involve hazardous materials.*" The law also provides that "*the report shall include the location, substance involved, amounts involved, and the suspected reason for each accident,*" as well as "*the rail line and point of origin of the hazardous material involved in each accident.*"

Additionally, this report contains the following related information:

- Details regarding events where hazardous material was involved, but no release occurred;
- An overview of Commission activities relative to the transportation of hazardous materials by rail within the State;
- Review of the transportation of nuclear and radioactive materials by rail within the State.

2. BACKGROUND

Illinois is a key hub in the nation's transportation system. With a railroad network of approximately 7,400 miles, Illinois' rail system is the country's second largest. The Chicago and St. Louis terminal switching districts are the two key points of interchange between eastern, western, northern, and southern rail systems and handle over 40,000 rail cars on a typical weekday.

According to the Association of American Railroads (AAR), in 2017, approximately 7.9 percent of all rail traffic involved the movement of hazardous materials⁽¹⁾. In 2017 (latest year for which data is available), railroads in Illinois originated 122.1 million tons of total freight and 4,028,000 carloads of freight⁽²⁾. Of this total, railroads in Illinois handled approximately 9.6 million tons of hazardous materials (or 318,275 carloads).

The U.S. Department of Transportation (USDOT) classifies approximately 3,500 substances as hazardous⁽³⁾. Many of these substances, ranging from mild irritants to poisonous and radioactive materials, are routinely transported by rail through populous regions of the country and can have the potential to severely impact the environment and public health, if inadvertently released into the environment. Individual shipments can range in quantity from packages as small as a pint that may be carried inside a highway trailer or container on a flat car, to as much as 42,000 liquid gallons carried in a tank car.

[^{1,2,3}Note: See page 12 for References]

Under federal law (49 CFR Part 212) individual states are authorized to participate in the Railroad Hazardous Material Inspection Program administered by the USDOT. The program is under the supervision of the Federal Railroad Administration (FRA). FRA certifies state inspectors so that they may have the same legal and administrative authority as federal inspectors in assuring the safe transport of hazardous material through inspection and investigation. The ICC currently has two full-time federally certified Hazardous Material inspector positions responsible for all of Illinois.

The ICC Hazardous Material (HM) inspectors focus the majority of their efforts in the field conducting inspections at railroad yards and the industrial facilities of shippers and consignees of hazardous materials. The inspectors are also responsible for maintaining inspection data, responding to complaints from rail employees and the public, and for providing information concerning the transport of hazardous material within Illinois to other state, regional and local agencies.

In 2020, the ICC HM inspectors inspected 8,745 rail cars. Since 1981, when three ICC HM inspectors found violations in 12 percent of all inspections, compliance has improved to the point that inspectors found violations in only 1.0 percent of all inspections in 2020.

The large increase in compliance observed since 1981, is due in part to ICC-initiated conferences with rail carriers and shippers to educate and inform them of the complex and continually evolving regulations. The educational meetings and informational sessions are followed up with inspections by ICC staff to insure that the lessons learned from the education and information sessions, have been implemented by the shipper or rail carrier in their day-to-day activities.

3. ILLINOIS COMMERCE COMMISSION HAZARDOUS MATERIALS SAFETY PROGRAM

The ICC's Hazardous Materials Safety Program is comprised of four main components:

- Inspection of railroad equipment and shipper/consignee facilities;
- The provision of technical assistance to shippers/consignees and rail carriers;
- The inspection and escort of nuclear materials; and
- Education and outreach activities to shippers/consignees, rail carriers, emergency responders and the general public.

3.1 Inspection of Rail Equipment and Shipper/Consignee Facilities

Four types of inspections are made by ICC HM inspectors: stationary railroad equipment such as tank cars at a yard or plant; railroad equipment in transit in the consist of a through or yard train known as a "roll-by" inspection; analysis of shipping papers and related documentation; and inspection of facilities that either ship or receive hazardous commodities.

3.1.1 Railroad Equipment

Hazardous material equipment inspections are performed on a stationary hazardous material rail car. Normally, this type of inspection occurs within a railroad yard or at the loading or unloading terminal within a shipper's facility. The inspection assures that the cars are affixed with the required placards identifying the hazardous commodities being transported. Attachment 1 provides examples of the various placards and the information they provide, which is of critical importance to emergency response personnel. The ICC HM inspectors verify that the rail car's markings, stenciling, tank and valve test dates, and mechanical safety features are in compliance with federal regulations.

3.1.2 Roll-By

A roll-by inspection involves monitoring an entire train while in motion. The location of loaded hazardous material cars, as well as those cars that have been unloaded, but that still contain residue of the commodity transported, are observed in relation to the locomotives, occupied cabooses, other hazardous material cars, and certain other types of cargo cars. Specific types of hazardous material cars are required to be spotted at particular locations within a train. Should the ICC HM inspectors determine that cars are not correctly located within the train's consist, they may require the rail carrier to stop the train and order the cars to be correctly placed.

Proper placement of hazardous material cars within a train's consist is of great importance to the train crew who could be severely injured if a derailment were to occur. For example, hazardous material cars containing liquefied petroleum gas (LPG), as well as other highly flammable commodities, may not be positioned next to the locomotive.

3.1.3 Documentation

Documentation inspections involve examining waybills and bills of lading to verify that the documents were completed correctly. Such inspections normally occur at the office of the shipper or consignee, or at the yard office of the rail carrier. The bill of lading is a document providing a description of the type and quantity of commodities being transported. Attachment 5 provides a sample bill of lading.

The bill of lading must include a 24-hour emergency response telephone number clearly visible, in order to facilitate the appropriate response by emergency providers in case of an accident or derailment. The ICC HM inspectors examines the bill of lading to verify that the correct shipping name, hazard class, 4-digit commodity identification number, and weight are all present and correctly stated.

Emergency responders rely on the provision of this shipping information in the case of a spill or other type of incident concerning the shipment. Depending upon

3.2 Technical Assistance Program to Shippers, Consignees and Emergency Responders

ICC HM inspectors respond to railroad related collisions/incidents involving hazardous material. The Commission's role is to provide technical assistance to emergency response personnel. The assistance provided is that of determining if the documentation and information provided by the rail carrier or shipper to the emergency responder, is correct and adequate to permit the responder to safely handle the incident. The ICC HM inspectors will also advise the emergency response team as to proper mitigation and clean up procedures and requirements. The ICC HM inspectors assist in investigation of the incident in order to identify the cause, as well as any violations that may have contributed either directly, or indirectly in causing the incident. The ICC HM inspectors are on-call 24-hours a day to respond to any incident.

3.3 Escort of Nuclear Material in Illinois

The movement of nuclear material in or through the State of Illinois by rail occurs infrequently. The current protocol for the shipment of nuclear material requires that the train be stopped and inspected prior to entering Illinois. When they do occur, nuclear material shipments will be escorted by the ICC HM inspectors, as well as the ICC track inspectors, who verify that the rail line to be traveled is in suitable condition.

Radioactive material is probably the most controversial and least understood class of hazardous material being transported by rail in Illinois today. To date, there have been no incidents involving the transport of radioactive material; however, widespread concern on the part of the public due to safety and security issues, warrant the careful planning and inspection of all radioactive shipments traveling over the Illinois rail network.

On June 4, 2020, there was an incident involving a fire with a car containing low level radioactive waste at a rail yard in the Village of Bedford Park. The Illinois Emergency Management Agency's Nuclear and Radiation Safety Team was lead in monitoring the response and clean-up with ICC Inspectors supporting. Officials from the FRA and Pipeline and Hazardous Materials Safety Administration initiated investigations on-site and at the shipper's facility in Pennsylvania where the car originated. The investigation and assignment of penalties continues at the time of this report.

3.4 Education and Outreach Activities

According to 625 ILCS 5/18c-7404, ICC inspectors offer training for local law enforcement and emergency response personnel. The training is intended to acquaint participants with railroad car marking and placarding requirements and emergency response manuals and guide books. Fire departments are provided with instruction and training concerning tank car structure and damage assessment. The ICC HM inspectors also make presentations on the interpretation and application of federal and state hazardous materials regulations to railroad company personnel. Since 1990, over 100 educational or training presentations on hazardous material safety have been made to over 2,000

persons affiliated with a variety of emergency planning and response teams.

4. ILLINOIS COMMERCE COMMISSION HAZARDOUS MATERIAL SAFETY PROGRAM ACTIVITY IN 2020

Summary of Inspections Conducted by ICC HM Inspectors: 2011 through 2020. (Source: ICC)

Year	Inspections	Units Inspected	Defects Identified	Defects per Unit	Staff (Full - Time)
2011	259	15,779	257	0.016	2.0
2012	264	16,720	208	0.012	2.0
2013	148	11,005	206	0.019	1.0
2014	142	10,186	199	0.020	1.0
2015	127	8,065	195	0.024	1.0
2016	268	16,294	361	0.022	2.0
2017	295	18,223	331	0.018	2.0
2018	303	17,209	270	0.016	2.0
2019	215	8,355	90	0.011	1.5
2020	244	8,745	91	0.010	2.0
Total	2,265	130,581	2,208	0.017	

5. SUMMARY

The nature of catastrophic incidents that can occur from hazardous material incidents is cause for prudent exercise of state and federal regulations and the necessity of having staff to assure compliance with all applicable regulations. ICC inspectors routinely discover minor violations and defects, and occasionally major violations or defects that if not corrected, could lead to serious incidents likely to result in loss of life and extensive damage to property.

6. DATA DESCRIBING ACCIDENTS AND/OR INCIDENTS IN ILLINOIS IN 2020

Specific data required by 625 ILCS 5/18c-1204 is shown in tabular form on the following pages. The applicable section states: *“The staff shall prepare and distribute to the General Assembly, in April of each year, a report on railway accidents in Illinois which involve hazardous material. The report shall include the location, substance involved, quantity involved, and the suspected reason for each accident. The report shall also reveal the rail line and point of origin of the hazardous material involved in each accident.”*

The remainder of this report provides three tables and a number of attachments.

Table A shows railroad derailments where hazardous material was being transported in the derailed railroad equipment and a hazardous material release occurred.

Table B shows railroad derailments where hazardous material was being transported in the train and the railroad equipment derailed; however, there was no release of any hazardous material.

Table C shows hazardous material releases from railroad equipment where no derailment was involved.

Summary of Hazardous Material Related Incidents: 2011 – 2020.

Type of Incident	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
A. Hazardous Materials Physically Involved in Derailment and Hazardous Materials Release Occurred	8	4	5	2	4	4	2	1	6	4
B. Hazardous Materials Physically Involved in Derailment Where No Hazardous Materials Release Occurred	10	13	23	36	27	14	14	8	6	7
C. Hazardous Materials Released From Rail Cars Where No Derailment Occurred	60	74	82	84	69	65	69	55	33	46
Total	78	91	110	122	100	83	85	64	45	57

Information for Tables A, B and C was obtained from reports filed by the railroads with the Commission, as well as from the USDOT’s Research and Innovative Technology Administration.

Three categories of information contained in this report not specifically required by law have been added to make the report more useful. The first category is “Amount Released.” This distinction is important in order to differentiate the “Amount Involved” required by the General Assembly, from the more significant quantity of “Amount Released.” The “Amount Involved” is simply the quantity of commodity that was being transported; the “Amount Released” into the environment by accident is far more critical.

The second category added is the “Type of Equipment” involved. The final additional category is the date of the incident. In the tables, the railroad companies are identified by their FRA reporting marks; for example NS is the Norfolk Southern Railway. A listing of the complete names is provided in Table D.

Table A. Hazardous Materials Physically Involved in a Derailment and a Hazardous Materials Release Occurred.

City	County	Railroad Involved	Substance Involved	Point of Origin	Suspected Reason for Incident	Amount Involved	Amount Released	Type of Equipment	Date
Egin	Kane	CP	Sulfuric Acid	Unknown	Unknown	188,850 gals.	Unknown	Tank car	3/22/2020
Alorton	St. Clair	UP	Diesel Fuel	Alorton, IL	Unknown	4,000 gals.	1,500 gals.	Locomotive	4/6/2020
Bedford Park	Cook	BRC	Diesel Fuel	Bedford, Park, IL	Locomotive strike another freight train	4,000 gals.	Unknown	Locomotive	9/20/2020
Dixon	Lee	UP	Sulfuric Acid	Unknown	Unknown	197,700 lbs.	197,700 lbs.	Tank car	12/24/2020

Table B. Hazardous Materials Physically Involved in a Derailment Where No Hazardous Materials Release Occurred.

City	County	Railroad Involved	Substance Involved	Point of Origin	Suspected Reason for Incident	Amount Involved	Amount Released	Type of Equipment	Date
Wheaton	DuPage	UP	Diesel Fuel	Wheaton, IL	Unknown	3,000 gals.	None	Locomotive	4/26/2020
Bedford Park	Cook	UP	Diesel Fuel	Bedford Park, IL	Locomotive ran over derail device	3,000 gals.	None	Locomotive	4/29/2020
Franklin Park	DuPage	CP	Diesel Fuel	Franklin Park, IL	Collision of two trains	4,000 gals.	None	Locomotive	6/4/2020
Joliet	Will	UP	Liquor	Unknown	Misaligned switch	Unknown	None	Container on Flat Car	6/13/2020
Melrose Park	Cook	UP	Sulfuric Acid	Unknown	Unknown	Unknown	None	Tank Car	6/21/2020
Belknap	Johnson	BNSF	Diesel Fuel	Belknap, IL	Downed tree	4,000 gals.	None	Locomotive	6/30/2020
Alorton	St. Clair	UP	Methanol	Bettendorf, IA	Unknown	Residue	None	Tank Car	8/4/2020

Table C. Hazardous Materials Released From Rail Cars Where No Derailment Occurred.

City	County	Railroad Involved	Substance Involved	Point of Origin	Suspected Reason for Incident	Amount Involved	Amount Released	Type of Equipment	Date
East St. Louis	St. Clair	ALS	Diesel Fuel	East St. Louis, IL	Overfill	4,000 gals.	200 gals.	Locomotive	1/21/2020
Cicero	Cook	CN	Environmentally Hazardous Substance	Cicero, IL	Loose/broken cam lock	Unknown	Unknown	Tank Car	2/19/2020
Galesburg	Knox	BNSF	Cresylic Acid	Unknown	Bottom outlet plug loose	23,838 gals.	1 gal.	Tank Car	2/22/2020
Bedford Park	Cook	BRC	Petroleum Products	Unknown	Liquid valve plug loose	24,638 gals.	1/2 gal.	Tank Car	3/2/2020
East St. Louis	St. Clair	ALS	Combustible Liquid N.O.S	Seabrook, TX	Loose manway cover bolt	26,438 gals.	Unknown	Tank Car	4/1/2020
Hodgkins	Cook	BNSF	Diesel Fuel	Hodgkins, IL	Unknown	Unknown	25 gals.	Refrigerated Trailer Unit	4/11/2020
Hodgkins	Cook	BNSF	Diesel Fuel	Hodgkins, IL	Unknown	4,000 gals.	50 gals.	Locomotive	5/1/2020
Dolton	Cook	UP	Diesel Fuel	Dolton, IL	Unknown	5,000 gals.	5,000 gals.	Locomotive	5/14/2020
Franklin Park	DuPage	CP	Diesel Fuel	Franklin Park, IL	Equipment issue	4,000 gals.	Unknown	Locomotive	6/1/2020
Bedford Park	Cook	BRC	Radioactive Rods	Wampum, PA	Friction of material	137,961 lbs.	Unknown	Gondola	6/4/2020
Bedford Park	Cook	CSX	Diesel Fuel	Bedford Park, IL	Operator error	Unknown	100 gals.	Storage tank	6/7/2020
Chicago	Cook	CN	Hydrochloric Acid	Louisville, KY	Frangible disc missing	20,668 gals.	Vapor	Tank Car	6/13/2020
East St. Louis	St. Clair	UP	Hydrogen Peroxide	Auburn, ME	Breather cap loose	25,750 gals.	Drip causing smoke	Tank Car	6/23/2020
Galesburg	Knox	BNSF	Temperature Liquid	Woods Cross, UT	Missing manway gasket	25,500 gals.	Unknown	Tank Car	7/6/2020
Sterling	Whiteside	UP	Anhydrous Ammonia	Pascagoula, MS	Vapor valve plug loose	Unknown	Vapor	Tank Car	7/9/2020
Fults	Monroe	UP	Diesel Fuel	Franklin Park, IL	Human error	4,000 gals.	100 gals.	Locomotive	7/24/2020
Chicago	Cook	BNSF	Diesel Fuel	Chicago, IL	Human error	4,000 gals.	100 gals.	Locomotive	7/27/2020
Chicago	Cook	BNSF	Diesel Fuel	Chicago, IL	Unknown	3,000 gals.	1,000 gals.	Locomotive	7/30/2020
Chicago	Cook	CSX	Elevated Temperature Liquid	Unknown	Cracked manway gasket and loose manway bolt	23,449 gals.	5 gals.	Tank Car	7/31/2020
Chicago	Cook	CSX	Diesel Fuel	Chicago, IL	Mechanical failure	Unknown	30 gals.	Refrigerated Trailer Unit	7/31/2020
Aurora	Kane	BNSF	Diesel Fuel	Aurora, IL	Puncture from railcar	4,000 gals.	1,000 gals.	Locomotive	8/6/2020
Chicago	Cook	UP	Diesel Fuel	Chicago, IL	Unknown	4,000 gals.	50 gals.	Locomotive	8/10/2020
McLean	McLean	UP	Diesel Fuel	McLean, IL	Unknown	4,000 gals.	320 gals.	Locomotive	8/14/2020

City	County	Railroad Involved	Substance Involved	Point of Origin	Suspected Reason for Incident	Amount Involved	Amount Released	Type of Equipment	Date
Chicago	Cook	NS	Diesel Fuel	Chicago, IL	Unknown	4,000 gals.	50 gals.	Locomotive	8/19/2020
Clinton	DeWitt	CN	Anhydrous Ammonia	Lake Fork, IL	Liquid valve plug loose	Unknown	Vapor	Tank Car	8/22/2020
Rockdale	Will	CSX	Phosphoric Acid	Rockdale, IL	Bottom outlet valve failure	Unknown	5 ounces	Tank Car	8/26/2020
Chicago	Cook	BNSF	Diesel Fuel	Chicago, IL	Faulty fuel bypass valve	5,300 gals.	200 gals.	Locomotive	9/3/2020
Chicago	Cook	CN	Propanol	Chicago, IL	Misaligned manway gasket	29,977 gals.	1 gal.	Tank Car	9/5/2020
Bensenville	DuPage	CP	Diesel Fuel	Bensenville, IL	Broken sight glass	3,000 gals.	100 gals.	Locomotive	9/8/2020
Galesburg	Knox	BNSF	Petroleum Distillates	Clinton, IA	Open liquid valve	33,630 gals.	1 gal.	Tank Car	9/13/2020
East St. Louis	St. Clair	UP	Diesel Fuel	East St. Louis, IL	Overfill	4,000 gals.	60 gals.	Locomotive	9/16/2020
Chicago	Cook	BNSF	Disinfectant, Liquid, Corrosive, N.O.S.	Mapleton, IL	Loose manway cover bolt	5,830 gals.	1 gal.	Tank Car	9/17/2020
Chicago	Cook	BNSF	Disinfectant, Liquid, Corrosive, N.O.S.	Chicago, IL	Unknown	Unknown	Minimal	Container on Flat Car	9/18/2020
Chicago	Cook	NS	Diesel Fuel	Chicago, IL	Unknown	100 gals.	20 gals.	Refrigerated Car	9/18/2020
Schiller Park	Cook	CP	Diesel Fuel	Schiller Park, IL	Unknown	100 gals.	40 gals.	Refrigerated Car	9/19/2020
East St. Louis	St. Clair	UP	Styrene Monomer, Stabilized	Unknown	Defective vacuum relief valve	24,675 gals.	5 gals.	Tank Car	9/24/2020
Elwood	Will	BNSF	Diesel Fuel	Elwood, IL	Mechanical failure	Unknown	30 gals.	Refrigerated Car	9/30/2020
Riverdale	Cook	CSX	Sulfuric Acid	Riverdale, IL	Liquid line cap loose	Unknown	3 gals.	Tank Car	10/8/2020
Galesburg	Knox	BNSF	Alcohols, N.O.S.	Pasadena, TX	Pressure relief device failure	29,745 gals.	1 gal.	Tank Car	10/12/2020
Melrose Park	Cook	UP	Diesel Fuel	Melrose Park, IL	Puncture from shifted pipe	2,700 gals.	100 gals.	Locomotive	10/15/2020
Franklin Park	DuPage	CP	Diesel Fuel	Franklin Park, IL	Tank puncture from railcar	4,000 gals.	Unknown	Locomotive	10/19/2020
Harvey	Cook	CN	Environmentally Hazardous Substance, Liquid, N.O.S.	Harvey, IL	Internal valve open	Unknown	2 gals.	Intermodal Tank	11/5/2020
East St. Louis	St. Clair	UP	Diesel Fuel	East St. Louis, IL	Operator error	4,000 gals.	400 gals.	Locomotive	11/6/2020
Bedford Park	Cook	CSX	Diesel Fuel	Bedford Park, IL	Hole in tank	50 gals.	Unknown	Refrigerated Car	11/14/2020
East St. Louis	St. Clair	UP	Diesel Fuel	East St. Louis, IL	Fuel filter housing failure	50 gals.	4,000 gals.	Locomotive	12/14/2020
Decatur	Macon	NS	Acetone	Unknown	Equipment issue	1 gal.	Unknown	Tank Car	12/21/2020

Table D. Railroad Companies Identified In The Preceding Tables.

Railroad		Incidents
ALS	Alton & Southern Railroad	2
BNSF	BNSF Railway	14
BRC	Belt Railway Co. of Chicago	3
CN	Canadian National Railroad	5
CP	Canadian Pacific Railway	6
CSX	CSX Transportation, Inc.	6
NS	Norfolk Southern Railway	3
UP	Union Pacific Railroad	18
Total		57

List of Attachments.

- Attachment 1: Recognizing and Identifying Hazardous Materials
- Attachment 2: Sample Waybill
- Attachment 3: Sample Consist
- Attachment 4: Emergency Response Information
- Attachment 5: Sample Bill of Lading
- Attachment 6: Top 125 Hazardous Commodities

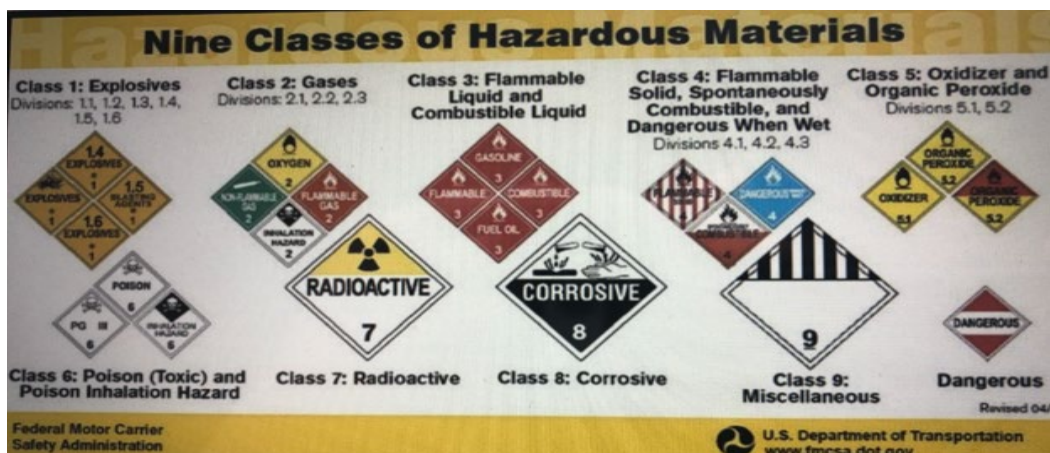
References.

1. Association of American Railroads; *Railroads: Moving America Safely*. Washington, D.C., October 2018. <https://www.aar.org/wp-content/uploads/2018/05/AAR-Railroads-Moving-America-Safely.pdf>. Retrieved February 16, 2021.
2. Association of American Railroads. *AAR State Rankings 2017*. Washington, D.C., December 2018. <https://www.aar.org/wp-content/uploads/2019/05/AAR-State-Rankings-2017.pdf> Retrieved February 16, 2021.
3. Pipeline and Hazardous Materials Safety Administration. *2008 Emergency Response Guidebook*. U.S. Department of Transportation, Washington, D.C., Revised February 2009.

Recognizing and Identifying Hazardous materials – Placards and Label Notes. Placards are diamond shaped – 10 ¾ inches square. The placard provides recognition information in a number of ways:

1. The colored background
2. The symbol at the top
3. The United Nation's hazard class number at the bottom; and
4. The hazard class wording or the identification number in the center.
 - a. Color:
 - i. Orange indicates explosive
 - ii. Red indicates flammable
 - iii. Green indicates nonflammable
 - iv. Yellow indicates oxidizing material
 - v. White indicates poisonous material
 - vi. White with vertical red stripes indicates flammable solid
 - vii. Yellow over white indicates radioactive material
 - viii. White over black indicates corrosive material

- b. Symbols:
 - i. The bursting ball symbol indicates explosive
 - ii. The flame symbol indicates flammable
 - iii. The slashed W indicates dangerous when wet
 - iv. The skull and crossbones indicates poisonous material
 - v. The circle with the flame indicates oxidizing material
 - vi. The cylinder indicates nonflammable gas
 - vii. The propeller indicates radioactive
 - viii. The test tube/hand/metal symbol indicates corrosive
 - ix. The word Empty indicates product has been removed, but a residue may remain
- c. United Nations Hazard Class Numbers:
 - i. Explosives
 - ii. Gases
 - iii. Flammable Liquids
 - iv. Flammable Solids
 - v. Oxidizing Substances
 - vi. Poisonous and Infectious Substances
 - vii. Radioactive Substances
 - viii. Corrosive Substances
 - ix. Miscellaneous Dangerous Substances
- d. Nine Classes of Hazardous Material – Identification Number: Examples below.



SAMPLE WAYBILL

Attachment 2

Page 1 of 2

* Hazardous Materials *

RTMX 21065 T/C

#123456

1/10/16

St. Louis MO.

1212 St. Louis, MO.
12 S. Street
John Doe Inc.

John Doe Inc.
Chicago, IL.

1 T/C

Residue: Last Contained

UN 1090

Acetone

3//PG II

RQ (Acetone)

Emergency Contact:

Chemtrec – 1-800-424-9300

STCC 4908105

SAMPLE WAYBILL

Attachment 2

Page 2 of 2

* Hazardous Materials *

GAPX 6075 T/C

#123457

1/10/16

St. Louis MO.

1212 St. Louis, MO.

12 S. Street

John Doe Inc.

John Doe Inc.

Chicago, IL.

1 T/C 20,000 Gals.

UN 2312

Phenol, Molten

6.1//PG II

RQ (Phenol)

Emergency Contact:

Chemtrec – 1-800-424-9300

STCC 4921220

Sample Consist

Attachment 3

Train/Job	Conductor
Name	Category – Secondary Manifest Type-Thru

Engine – Ident	Horsepower	Length	Weight Status
6142	3000	69	200E
1001	3000	74	200E
1005	3000	74	200E
Total	9000 HP	217 Feet	600 Tons

Train/Job	SEQ Equipment ID	KND	GWT	COMDTY	CITY/STATE	CONSIGNEE
	BLOCK					
	1 BJOX 278	LC4T	131	Corn	Memphis, TN	
	2 BJOX 109	LC4T	131	Corn	Memphis, TN	
	3 BJOX 110	LC4T	131	Corn	Memphis, TN	
	4 CRDX 7227	LC4T	131	Corn	Memphis, TN	
	5 RTMX 21065	ET29	35		Chicago, IL	
	R50 SPEED RESTRICTED CAR					

 * Hazardous Materials *

1/TC
 Residue: Last Contained
 UN 1090
 Acetone
 3//PG II
 RQ (Acetone)
 Emergency Contact: Chemtrec 1-800-424-9300
 STCC 4908105

6 GAPX 6075	LT19	38	POIS B	Chicago, IL.
R50 SPEED RESTRICTED CAR				

 * Hazardous Materials *

1/TC
 UN 2312
 Phenol, Molten
 6.1//PG II
 RQ (Phenol)
 Emergency Contact: Chemtrec 1-800-424-9300
 STCC 4921220

GUIDE Flammable Liquids

127 (Water-Miscible)

POTENTIAL HAZARDS

FIRE OR EXPLOSION

- **HIGHLY FLAMMABLE:** Will be easily ignited by heat, sparks or flames.

CAUTION: Ethanol (UN1170) can burn with an invisible flame. Use an alternate method of detection (thermal camera, broom handle, etc.)

- Vapors may form explosive mixtures with air.
- Vapors may travel to source of ignition and flash back.
- Most vapors are heavier than air. They will spread along the ground and collect in low or confined areas (sewers, basements, tanks, etc.).
- Vapor explosion hazard indoors, outdoors or in sewers.
- Those substances designated with a (P) may polymerize explosively when heated or involved in a fire.
- Runoff to sewer may create fire or explosion hazard.
- Containers may explode when heated.
- Many liquids will float on water.

HEALTH

- Inhalation or contact with material may irritate or burn skin and eyes.
- Fire may produce irritating, corrosive and/or toxic gases.
- Vapors may cause dizziness or asphyxiation.
- Runoff from fire control or dilution water may cause environmental contamination.

PUBLIC SAFETY

- **CALL 911. Then call emergency response telephone number on shipping paper.** If shipping paper not available or no answer, refer to appropriate telephone number listed on the inside back cover.
- Keep unauthorized personnel away.
- Stay upwind, uphill and/or upstream.
- Ventilate closed spaces before entering, but only if properly trained and equipped.

PROTECTIVE CLOTHING

- Wear positive pressure self-contained breathing apparatus (SCBA).
- Structural firefighters' protective clothing provides thermal protection **but only limited chemical protection.**

EVACUATION

Immediate precautionary measure

- Isolate spill or leak area for at least 50 meters (150 feet) in all directions.

Large Spill

- Consider initial downwind evacuation for at least 300 meters (1000 feet).

Fire

- If tank, rail car or tank truck is involved in a fire, ISOLATE for 800 meters (1/2 mile) in all directions; also, consider initial evacuation for 800 meters (1/2 mile) in all directions.



In Canada, an Emergency Response Assistance Plan (ERAP) may be required for this product. Please consult the shipping paper and/or the ERAP Program Section (page 390).

EMERGENCY RESPONSE

FIRE

CAUTION: The majority of these products have a very low flash point. Use of water spray when fighting fire may be inefficient.

CAUTION: For fire involving UN1170, UN1987 or UN3475, alcohol-resistant foam should be used.

CAUTION: Ethanol (UN1170) can burn with an invisible flame. Use an alternate method of detection (thermal camera, broom handle, etc.)

Small Fire

- Dry chemical, CO₂ water spray or alcohol-resistant foam.

Large Fire

- Water spray, fog or alcohol-resistant foam.
- Avoid aiming straight or solid streams directly onto the product.
- If it can be done safely, move undamaged containers away from the area around the fire.

Fire Involving Tanks or Car/Trailer Loads

- Fight fire from maximum distance or use unmanned master stream devices or monitor nozzles.
- Cool containers with flooding quantities of water until well after fire is out.
- Withdraw immediately in case of rising sound from venting safety devices or discoloration of tank.
- ALWAYS stay away from tanks engulfed in fire.
- For massive fire, use unmanned master stream devices or monitor nozzles; if this is impossible, withdraw from area and let fire burn.

SPILL OR LEAK

- ELIMINATE all ignition sources (no smoking, flares, sparks or flames) from immediate area.
- All equipment used when handling the product must be grounded.
- Do not touch or walk through spilled material.
- Stop leak if you can do it without risk.
- Prevent entry into waterways, sewers, basements or confined areas.
- A vapor-suppressing foam may be used to reduce vapors.
- Absorb or cover with dry earth, sand or other non-combustible material and transfer to containers.
- Use clean, non-sparking tools to collect absorbed material.

Large Spill

- Dike far ahead of liquid spill for later disposal.
- Water spray may reduce vapor, but may not prevent ignition in closed spaces.

FIRST AID

- Call 911 or emergency medical service.
- Ensure that medical personnel are aware of the material(s) involved and take precautions to protect themselves.
- Move victim to fresh air if it can be done safely.
- Give artificial respiration if victim is not breathing.
- Administer oxygen if breathing is difficult.
- Remove and isolate contaminated clothing and shoes.
- In case of contact with substance, immediately flush skin or eyes with running water for at least 20 minutes.
- Wash skin with soap and water.
- In case of burns, immediately cool affected skin for as long as possible with cold water. Do not remove clothing if adhering to skin.
- Keep victim calm and warm.

POTENTIAL HAZARDS

FIRE OR EXPLOSION

- Flammable/combustible material.
- May be ignited by heat, sparks or flames.
- Vapors may form explosive mixtures with air.
- Vapors may travel to source of ignition and flash back.
- Most vapors are heavier than air. They will spread along the ground and collect in low or confined areas (sewers, basements, tanks, etc.).
- Vapor explosion hazard indoors, outdoors or in sewers.
- Those substances designated with a (P) may polymerize explosively when heated or involved in a fire.
- Runoff to sewer may create fire or explosion hazard.
- Containers may explode when heated.
- Many liquids will float on water.

HEALTH

- May cause toxic effects if inhaled or ingested.
- Contact with substance may cause severe burns to skin and eyes.
- Fire will produce irritating, corrosive and/or toxic gases.
- Vapors may cause dizziness or asphyxiation.
- Runoff from fire control or dilution water may cause environmental contamination.

PUBLIC SAFETY

- **CALL 911. Then call emergency response telephone number on shipping paper.** If shipping paper not available or no answer, refer to appropriate telephone number listed on the inside back cover.
- Keep unauthorized personnel away.
- Stay upwind, uphill and/or upstream.
- Ventilate closed spaces before entering, but only if properly trained and equipped.

PROTECTIVE CLOTHING

- Wear positive pressure self-contained breathing apparatus (SCBA).
- Wear chemical protective clothing that is specifically recommended by the manufacturer **when there is NORISK OF FIRE**.
- Structural firefighters' protective clothing provides thermal protection **but only limited chemical protection**.

EVACUATION

Immediate precautionary measure

- Isolate spill or leak area for at least 50 meters (150 feet) in all directions.

Spill

- For **highlighted materials**: see Table 1 - Initial Isolation and Protective Action Distances.
- For non-highlighted materials: increase the immediate precautionary measure distance, in the downwind direction, as necessary.

Fire

- If tank, rail car or tank truck is involved in a fire, ISOLATE for 800 meters (1/2 mile) in all directions; also, consider initial evacuation for 800 meters (1/2 mile) in all directions.



In Canada, an Emergency Response Assistance Plan (ERAP) may be required for this product. Please consult the shipping paper and/or the ERAP Program Section (page 390).

EMERGENCY RESPONSE**FIRE**

- **Some of these materials may react violently with water.**

Small Fire

- Dry chemical, CO₂ water spray or alcohol-resistant foam.

Large Fire

- Water spray, fog or alcohol-resistant foam.
- If it can be done safely, move undamaged containers away from the area around the fire.
- Dike runoff from fire control for later disposal.
- Do not get water inside containers.

Fire Involving Tanks or Car/Trailer Loads

- Fight fire from maximum distance or use unmanned master stream devices or monitor nozzles.
- Cool containers with flooding quantities of water until well after fire is out.
- Withdraw immediately in case of rising sound from venting safety devices or discoloration of tank.
- ALWAYS stay away from tanks engulfed in fire.
- For massive fire, use unmanned master stream devices or monitor nozzles; if this is impossible, withdraw from area and let fire burn.

SPILL OR LEAK

- ELIMINATE all ignition sources (no smoking, flares, sparks or flames) from immediate area.
- All equipment used when handling the product must be grounded.
- Do not touch or walk through spilled material.
- Stop leak if you can do it without risk.
- Prevent entry into waterways, sewers, basements or confined areas.
- A vapor-suppressing foam may be used to reduce vapors.
- Absorb with earth, sand or other non-combustible material.
- For **hydrazine**, absorb with DRY sand or inert absorbent (vermiculite or absorbent pads).
- Use clean, non-sparking tools to collect absorbed material.

Large Spill

- Dike far ahead of liquid spill for later disposal.
- Water spray may reduce vapor, but may not prevent ignition in closed spaces.

FIRST AID

- Call 911 or emergency medical service.
- Ensure that medical personnel are aware of the material(s) involved and take precautions to protect themselves.
- Move victim to fresh air if it can be done safely.
- Give artificial respiration if victim is not breathing.
- **Do not perform mouth-to-mouth resuscitation if victim ingested or inhaled the substance; wash face and mouth before giving artificial respiration. Use a pocket mask equipped with a one-way valve or other proper respiratory medical device.**
- Administer oxygen if breathing is difficult.
- Remove and isolate contaminated clothing and shoes.
- In case of contact with substance, immediately flush skin or eyes with running water for at least 20 minutes.
- In case of burns, immediately cool affected skin for as long as possible with cold water. Do not remove clothing if adhering to skin.
- Keep victim calm and warm.
- Effects of exposure (inhalation, ingestion or skin contact) to substance may be delayed.

***** STRAIGHT BILL OF LADING — SHORT FORM — Original — Not Negotiable

Attachment 5
Page 1 of 2

RECEIVED, subject to the conditions and liability thereon in effect on the date of the issue by the carrier of the property described in the Original Bill of Lading.									
CUST. NUMBER	S.D. NUMBER	CAR OR TRAILER INITIAL AND NUMBER			DATE SHIPPED	MC DD EE	ROUTE CODE	SHIP. PLT.	
5	7	RTMX 21065			8		5	1	
NET WEIGHT	GROSS WEIGHT	NO. OF UNIT	UNIT CODE	PROD. CODE	PROD. PLT.	<p>the property described below, in apparent good order, except as noted hereon and condition of the bills of lading unknown, receipt, assigned, and defined as indicated below, which said carrier (the vessel herein being understood throughout this contract as meaning any person or corporation in possession of the property under the contract agrees to carry to the usual place of destination, if on its route, otherwise to deliver to another carrier on the route to said destination.</p> <p>If it is mutually agreed, as to each carrier of all or any of said property and at any position at said route to destination, and as to each party interested in all or any of said property, that every service to be performed hereunder shall be subject to all the terms and conditions of the Uniform Domestic Domestic Bill of Lading and to (1) the Official, Seaman, Women and other Freight Classifications in effect on the date hereof, if this is a rail-water shipment, or (2) in the applicable motor carrier classification or tariff if this is a motor carrier shipment.</p> <p>Shipper hereby certifies that he is familiar with all the terms and conditions of the said bill of lading, including those on the back thereof, set forth in the classification or tariff which governs the transportation of this shipment, and the said terms and conditions are hereby agreed to by the shipper and accepted for himself and his assigns.</p>			
CONSIGNEE John Doe, Inc.					DESTINATION Chicago, IL		STATE OF Cook		COUNTY OF
FROM Permanent Postoffice Address of Shipper John Doe, Inc. St. Louis, MO					AY				
ROUTE ABC Railroad					DELIVERING CARRIER ABC		AGENT ABC		
					PER				
NO. PKGS.	DESCRIPTION OF ARTICLES, SPECIAL MARKS AND EXCEPTIONS					WEIGHT (Sub. to Cert.)	RATE		
1 T/C	Residue: Last Contained Acetone 3 UN 1090 II RQ (Acetone) EMERGENCY CONTACT 1-800-424-9300 HAZ MAT STCC = 4908105					Residue			
This shipment is correctly described:									
CORRECT WEIGHT IS LBS. subject to verification by the Eastern, Southern or Western Weighing and Inspection Bureau, whichever applicable, 18943 John Doe, Inc. SHIPPER					THE TOTAL WEIGHT OF THE PALLETS USED ON THE SHIPMENT IS SHOWN ABOVE.			TRANSPORTATION FREE PER ABOVE	
PURCHASE ORDER NO.			SEAL NUMBERS		THIS CAR LEASED TO: John Doe, Inc.			LIGHT-TARE WEIGHT IS	
IF CHARGES ARE TO BE PREPAID, WRITE OR STAMP HERE "TO BE PREPAID"			Subject to section 7 of conditions of applicable bill of lading, if this shipment is to be delivered to the consignee without recourse on the consignee, the consignee shall sign the following statement: The carrier shall not make delivery of this shipment without payment of freight and all other lawful charges.					SHIPPER John Doe, Inc.	
Prepaid			SIGNATURE OF CONSIGNOR					PER	

PLANT COPY

 * STRAIGHT BILL OF LADING - SHORT FORM - Original - Not Negotiable Attachment 5
 * Page 2 of 2

RECEIVED, subject to the conditions and lawful load limits in effect on the date of the receipt by the carrier of the property described in the Original Bill of Lading.									
CUST. NUMBER 3	S.D. NUMBER 7	CAR OR TRAILER INITIAL AND NUMBER 15	DATE SHIPPED 8	MC DO DD EE	ROUTE CODE 6	SHP. PLY. 1	the property described herein, in apparent good order, except as noted hereon and condition of contents of packages unknown, marked, consigned, and destined as indicated below, which said carrier (the word carrier being understood throughout this contract as meaning any person or corporation in possession of the property under the contract agrees to carry to its usual place of destination.		
GAPX 6075		try at said destination, if on its route, otherwise to deliver to another carrier on the route in said destination.			It is mutually agreed, as to each carrier of all or any of said property over all or any portion of said route to destination, and as to each party interested in all or any of said property, that every service to be performed hereunder shall be subject to all the terms and conditions of the Uniform Domestic Straight Bill of Lading and Form (1) in Official, Southern, Western and Midwest Freight Classification in effect on the date hereof, if this is a rail-motor shipment, or (2) in the applicable motor carrier classification or tariff if this is a motor carrier shipment.				
NET WEIGHT 8	GROSS WEIGHT 8	NO. OF UNIT 4	UNIT CODE 3	PROD. CODE 3	PROD. PLY. 2	Shipper hereby certifies that he is familiar with all the terms and conditions of the said bill of lading, including those on the back thereof, and that he has read and understands the same and agrees to be bound by the same and to accept for himself and his assigns.			
CONSIGNEE John Doe, Inc.				DESTINATION Chicago, IL		STATE OF Cook		COUNTY OF	
FROM Permanent Postoffice Address of Shipper John Doe, Inc. St. Louis, MO				AT					
ROUTE ABC Railroad				DELIVERING CARRIER ABC		AGENT ABC			
PER									
NO. PKGS.	DESCRIPTION OF ARTICLES, SPECIAL MARKS AND EXCEPTIONS					WEIGHT (Sub. to Corr.)	RATE		
1 T/C	Phenol, Molten 6.1 UN 2312 II RQ (Phenol) EMERGENCY CONTACT 1-800-424-9300 HAZ MAT STCC = 4921220					20,000 Gals.			
This shipment is correctly described: CORRECT WEIGHT IS LBS. subject to verification by the Eastern, Southern or Western Weighing and Inspection Bureau, whichever applicable, 18943 John Doe, Inc. SHIPPER									
PURCHASE ORDER NO.				SEAL NUMBERS		THIS CAR LEASED TO: John Doe, Inc.		LIGHT-TARE WEIGHT IS	
IF CHARGES ARE TO BE PREPAID, WRITE OR STAMP HERE "TO BE PREPAID" Prepaid			Subject to section 7 of conditions of applicable bill of lading, if this shipment is to be delivered to the consignee without recourse on the consignor, the consignor shall sign the following statement: The carrier shall not make delivery of this shipment without payment of freight and all other lawful charges.				SHIPPER John Doe, Inc. PER		
SIGNATURE OF CONSIGNOR									

PLANT COPY

Rank	Commodity Name	Class
1	ALCOHOLS, N.O.S.	3
2	PETROLEUM CRUDE OIL	3
3	PETROLEUM GASES, LIQUEFIED	2.1
4	SODIUM HYDROXIDE SOLUTION	8
5	ELEVATED TEMPERATURE LIQUID, N.O.S.	9
6	SULFURIC ACID	8
7	DIESEL FUEL	3
8	PROPANE	2.1
9	HYDROCHLORIC ACID	8
10	SULFUR, MOLTEN	9
11	CHLORINE	2.3
12	SULFUR, MOLTEN	4.1
13	PHOSPHORIC ACID SOLUTION	8
14	GASOLINE	3
15	VINYL CHLORIDE, STABILIZED	2.1
16	AMMONIA, ANHYDROUS	2.3
17	FLAMMABLE LIQUIDS, N.O.S.	3
18	METHANOL	3
19	AMMONIA, ANHYDROUS	2.2
20	FUEL, AVIATION, TURBINE ENGINE	3
21	GASOLINE	3
22	CARBON DIOXIDE, REFRIGERATED LIQUID	2.2
23	STYRENE MONOMER, STABILIZED	3
24	GASOLINE	3
25	ENVIRONMENTALLY HAZARDOUS SUBSTANCES, LIQUID, N.O.S.	9
26	FLAMMABLE LIQUIDS, N.O.S.	3
27	PHENOL, MOLTEN	6.1
28	ETHANOL	3
29	ETHYLENE OXIDE	2.3
30	BUTADIENES, STABILIZED	2.1
31	PROPYLENE	2.1
32	BUTANE	2.1
33	PROPYLENE	2.1
34	DIESEL FUEL	CL
35	XYLENES	3
36	POTASSIUM HYDROXIDE, SOLUTION	8
37	BENZENE	3
38	PETROLEUM CRUDE OIL	CL
39	BUTANE	2.1
40	ELEVATED TEMPERATURE LIQUID, N.O.S.	9
41	OTHER REGULATED SUBSTANCES, LIQUID, N.O.S.	9
42	HYDROGEN PEROXIDE, STABILIZED	5.1
43	AMMONIUM NITRATE, LIQUID	5.1
44	FUEL OIL	CL
45	FUEL OIL	CL
46	SULFURIC ACID, SPENT	8
47	NON-ODORIZED LIQUEFIED PETROLEUM GAS	2.1
48	ELEVATED TEMPERATURE LIQUID, N.O.S.	9
49	DIESEL FUEL	3
50	VINYL ACETATE, STABILIZED	3
51	HYDROCARBONS, LIQUID, N.O.S.	3
52	METHYL METHACRYLATE MONOMER, STABILIZED	3
53	ETHANOL AND GASOLINE MIXTURE	3
54	ACETIC ACID, GLACIAL	8
55	ENVIRONMENTALLY HAZARDOUS SUBSTANCES, LIQUID, N.O.S.	9
56	PROPYLENE OXIDE	3
57	HYDROCARBONS, LIQUID, N.O.S.	3
58	PETROLEUM DISTILLATES, N.O.S.	3
59	ACETONE	3
60	PETROLEUM DISTILLATES, N.O.S.	CL
61	ACRYLIC ACID, STABILIZED	8
62	TOLUENE	3
63	PETROLEUM DISTILLATES, N.O.S.	3
64	HYPOCHLORITE SOLUTIONS	8
65	BUTYL ACRYLATES, STABILIZED	3

Source:

Association of American Railroads; Bureau of Explosives
 Annual Report of Hazardous Materials Transported by Rail: 2012
 Published August 2013; Report BOE 12-1-R

Rank	Commodity Name	Class
66	LIQUEFIED PETROLEUM GAS	2.1
67	NON-ODORIZED PETROLEUM GASES, LIQUEFIED	2.1
68	ELEVATED TEMPERATURE LIQUID, N.O.S.	9
69	FERROUS CHLORIDE, SOLUTION	8
70	FERRIC CHLORIDE, SOLUTION	8
71	HEXAMETHYLENEDIAMINE, SOLID	8
72	ETHANOL AND GASOLINE MIXTURE	3
73	HYDROGEN FLUORIDE, ANHYDROUS	8
74	ELEVATED TEMPERATURE LIQUID, N.O.S.	9
75	TOLUENE DIISOCYANATE	6.1
76	ELEVATED TEMPERATURE LIQUID, N.O.S.	9
77	XYLENES	3
78	CYCLOHEXANE	3
79	ACRYLONITRILE, STABILIZED	3
80	ENVIRONMENTALLY HAZARDOUS SUBSTANCES, LIQUID, N.O.S.	9
81	ETHANOL	3
82	SODIUM CHLORATE, AQUEOUS SOLUTION	5.1
83	COMBUSTIBLE LIQUID, N.O.S.	CL
84	ISOPROPANOL	3
85	OTHER REGULATED SUBSTANCES, LIQUID, N.O.S.	9
86	ALCOHOLS, N.O.S.	3
87	FORMALDEHYDE SOLUTIONS	8
88	ISOBUTYLENE	2.1
89	BUTANE	2.1
90	BUTYLENE	2.1
91	PHOSPHORIC ACID SOLUTION	8
92	WASTE FLAMMABLE LIQUIDS, N.O.S.	3
93	COMBUSTIBLE LIQUID, N.O.S.	CL
94	ENVIRONMENTALLY HAZARDOUS SUBSTANCES, LIQUID, N.O.S.	9
95	PETROLEUM CRUDE OIL	3
96	4-THIAPENTANAL	6.1
97	ISOBUTANE	2.1
98	ELEVATED TEMPERATURE LIQUID, FLAMMABLE, N.O.S.	3
99	GAS OIL	CL
100	DIESEL FUEL	CL
101	FLAMMABLE LIQUIDS, N.O.S.	3
102	1-HEXENE	3
103	BUTANOLS	3
104	BUTADIENES, STABILIZED	2.1
105	MALEIC ANHYDRIDE	8
106	HYDROCARBONS, LIQUID, N.O.S.	3
107	CORROSIVE LIQUIDS, TOXIC, N.O.S.	8
108	ARGON, REFRIGERATED LIQUID	2.2
109	COMBUSTIBLE LIQUID, N.O.S.	CL
110	DIESEL FUEL	CL
111	BUTYLENE	2.1
112	PENTANES	3
113	HEXANES	3
114	HYDROGEN PEROXIDE, AQUEOUS SOLUTIONS	5.1
115	SULFUR DIOXIDE	2.3
116	SULPHURIC ACID, SPENT	8
117	NITRIC ACID	8
118	HEXAMETHYLENEDIAMINE SOLUTION	8
119	METHYL CHLORIDE	2.1
120	FLAMMABLE LIQUIDS, N.O.S.	3
121	ETHANOLAMINE	8
122	ALCOHOLIC BEVERAGES	3
123	ISOPRENE, STABILIZED	3
124	FLAMMABLE LIQUIDS, CORROSIVE, N.O.S.	3
125	ELEVATED TEMPERATURE LIQUID, N.O.S.	9

Code

Hazard Class

- 2.1 Flammable Gases
- 2.2 Non-Flammable Gases
- 2.3 Poison Gases
- 3 Flammable Liquids (CL) Combustible Liquids
- 4.1 Flammable Solids
- 5.1 Oxidizing Materials
- 6.1 Poisonous Materials
- 8 Corrosive Materials
- 9 Misc. Hazardous Materials