

2018 Hazardous Material Commodity Flow Study

Brief Overview

- Previous study in 2009
- Focused primarily on road / rail / pipeline data
- Road surveys were limited to primary roads
- Fixed facility survey was limited
- Airport data not included

Why Is This Needed?

- Develop an in depth understanding of hazmat commodities
- Serves as a tool for identifying further needs
- Captures data for future analysis

2018 Survey



Railway Findings

- CSX provided survey data in 2009 & 2018
 - Less than 20,000 carloads of HazMat in 2018
 - About 40% of that was molten sulfur & alcohol
 - Similar numbers to 2009 data

Roadway Findings

- Several sites were identified in 2009
 - Revisited for consistency *I-270 & I-495*
 - New sites added: *MD 27, 28, 97, 200*
- Maryland State Police provided significant support
- Nearly 50% of placarded trucks were moving flammable/combustible liquids
- DOT 406 trailer most common trailer type

What is it?



- What commodity is this?
 - Fuel, aviation, turbine engine
 - 2,200 gal.

Airport

- Three (3) airports
 - Fly Away Farm
 - Davis Airport
 - Montgomery County Airpark
- No commercial shipments of hazardous materials
 - Storage of fuel at Davis & Montgomery Airpark

Pipelines

- Analysis was focused on major pipelines
- About 200 miles in Montgomery
 - 5 large capacity transmission lines
 - All are 30" diameter or greater
 - Used for bulk movement of natural gas or trans-mix

Fixed Facility Analysis

- Addition to the 2018 study
- Tier II facilities & select major fixed facilities
 - Site owners in county's database surveyed electronically
 - ~100 responses
 - Most sites receive commodities monthly basis
 - Most do not produce on site

What is it?



- What commodity is this?
 - Sodium hydroxide
 - 2,700 gal.

To Wrap Things Up

- There were no “surprises” in the data
 - Larger quantities found on interstate highways
 - Most fixed facilities consume/store commodities
 - Few production facilities
 - Modest commodity movement via rail