

# Ammonia

- Non-toxic: inhalation hazard only
- Ammonia is the most common hazardous material shipped per year (tons shipped by rail)

# Ammonia

## DOT Classification

- The Hazardous Material Table of the United States Department of Transportation designates the hazard class for ammonia as “non-flammable gas” and lists ammonia as a hazardous substance with a reportable quantity (RQ) of 100 pounds. The 4-digit United Nations identification number for ammonia is 1005.

# ***Non Accidental Releases***



*Since 1991 Non-Accident Releases  
(NAR's) have decreased,*

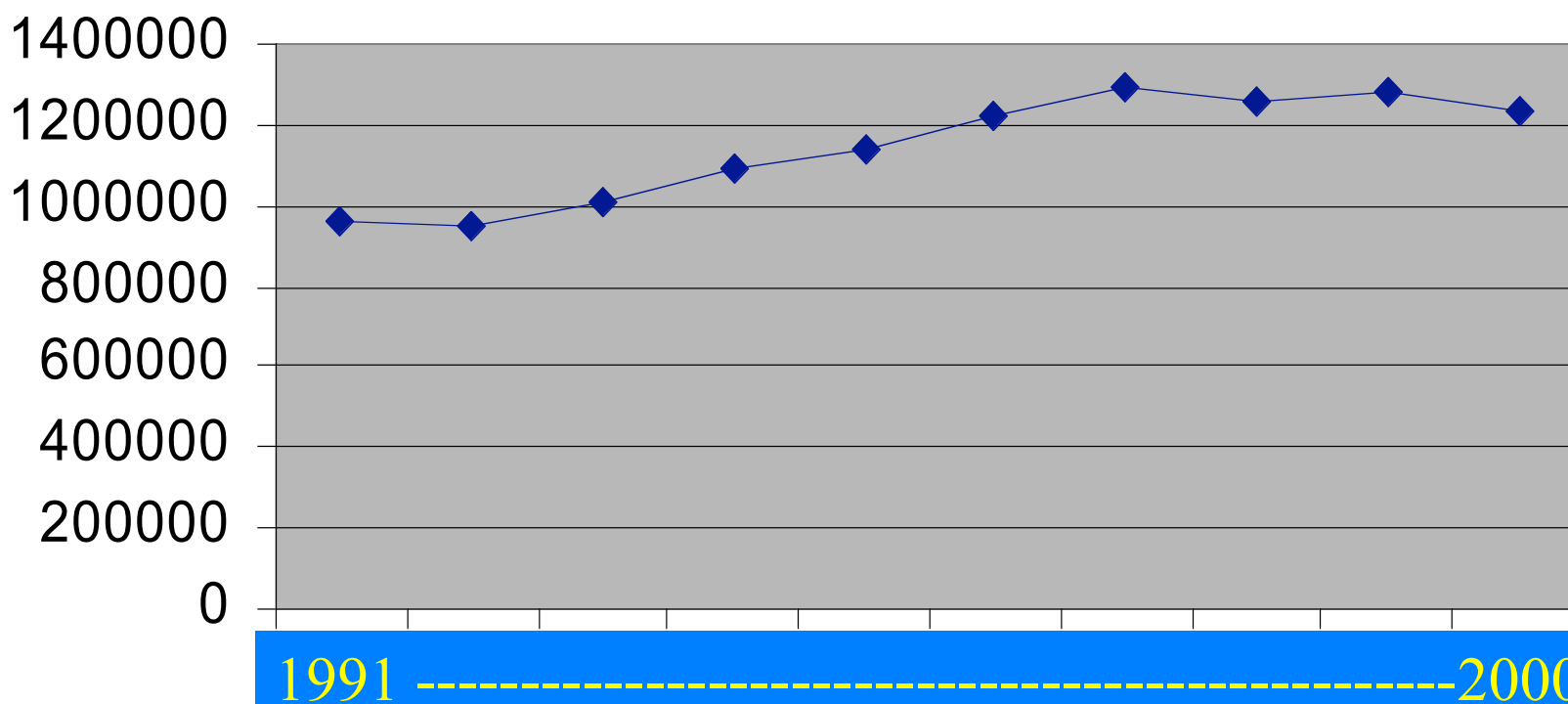
*29% in the United States*

*42% in Canada.*

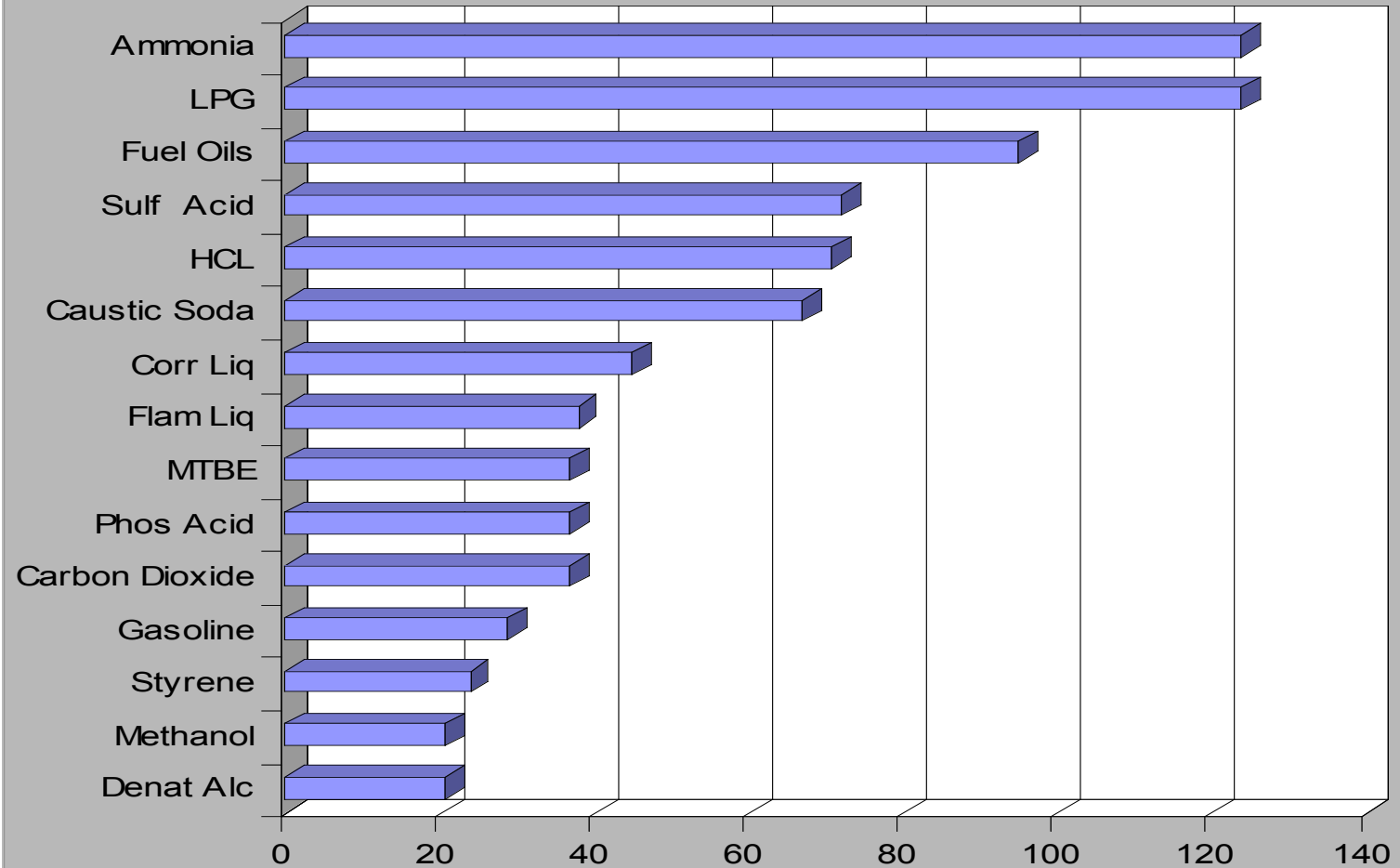
- MI inspection on rail cars and tanks
- Upgraded MI to include current non destructive testing, above and beyond just hydrotesting
- New rail cars do not have slip tube gauge rods, which reduce packing leaks
- Improvement in valve design to prevent leaks

- *89% of the Reported NAR's were releases of vapor or liquid less than 10 gallons.*
- *8% more than 10 gallons.*
- *3% more than 100 gallons.*

## *Shipments of Hazardous Materials by Tankcars*

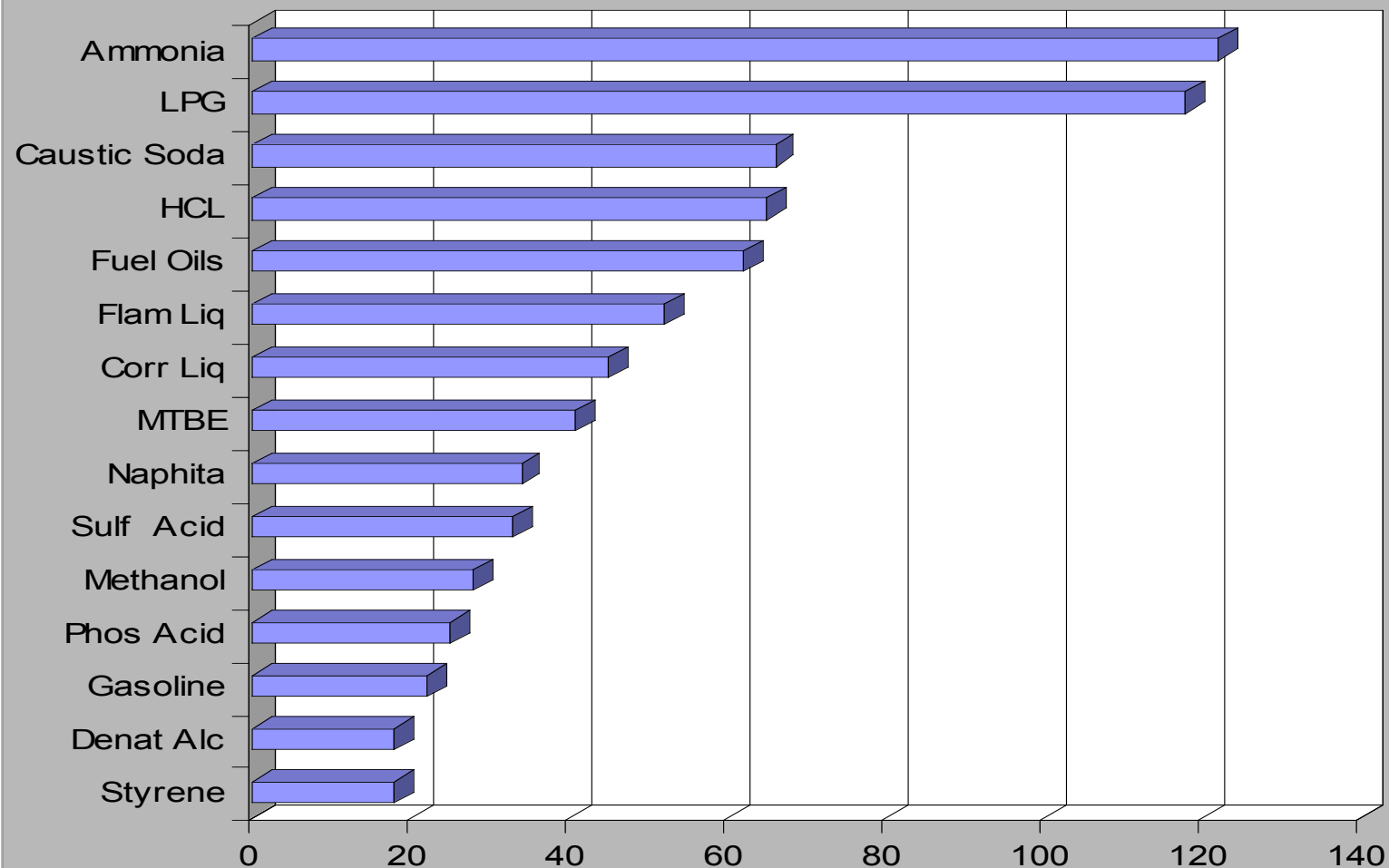


# Top 15 Non-Accident Releases 1997

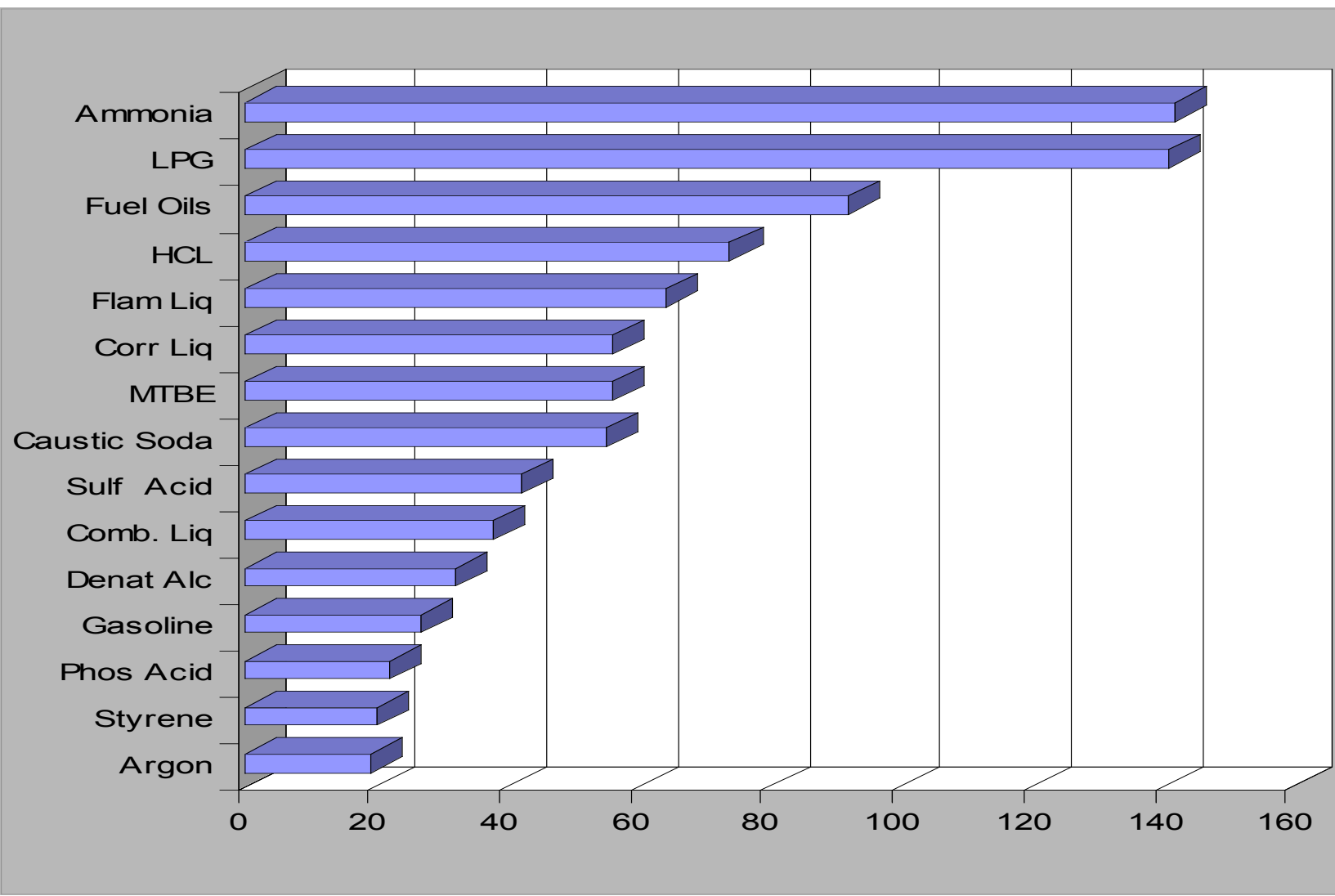




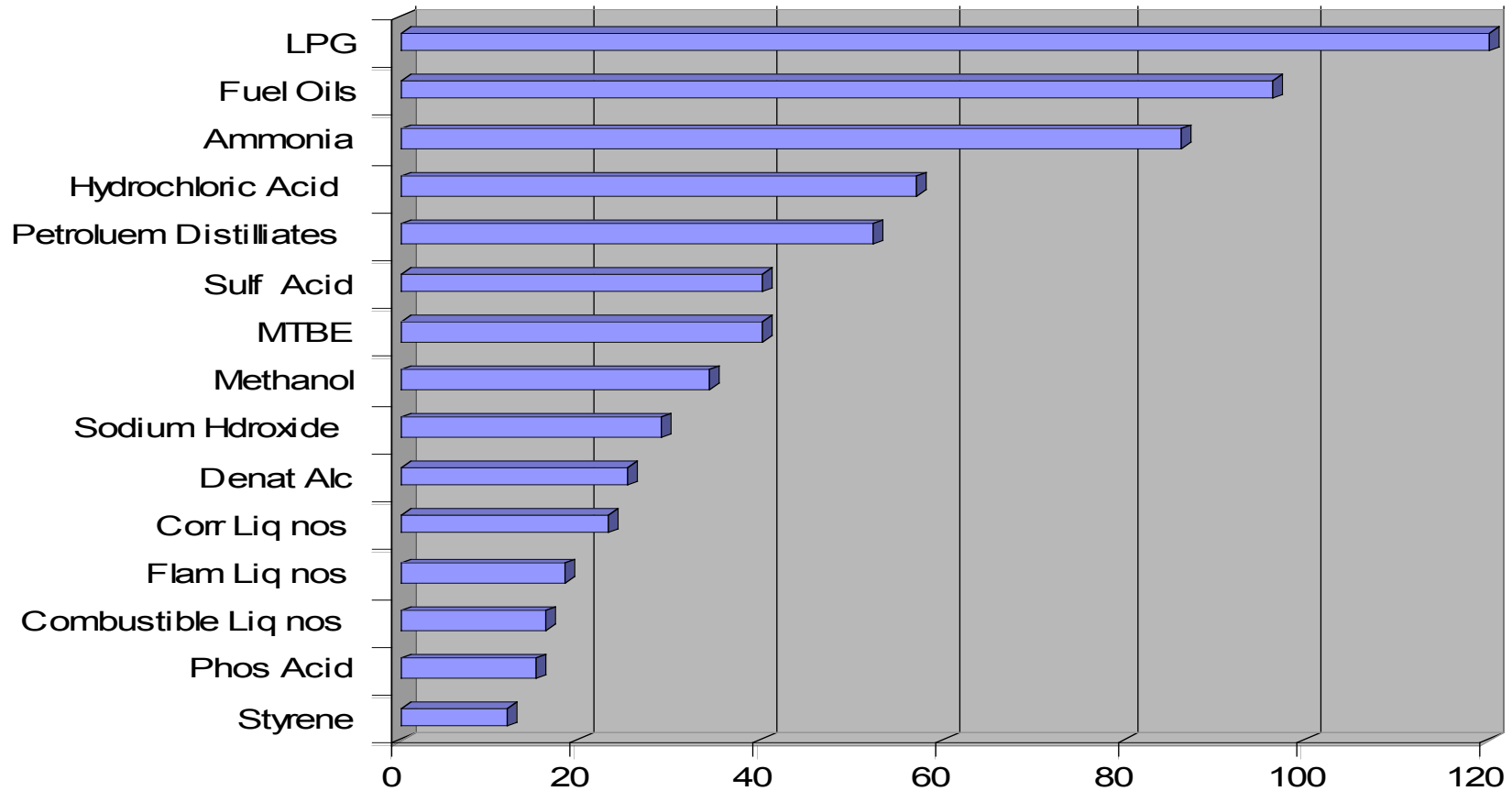
# Top 15 Non-Accident Releases 1998



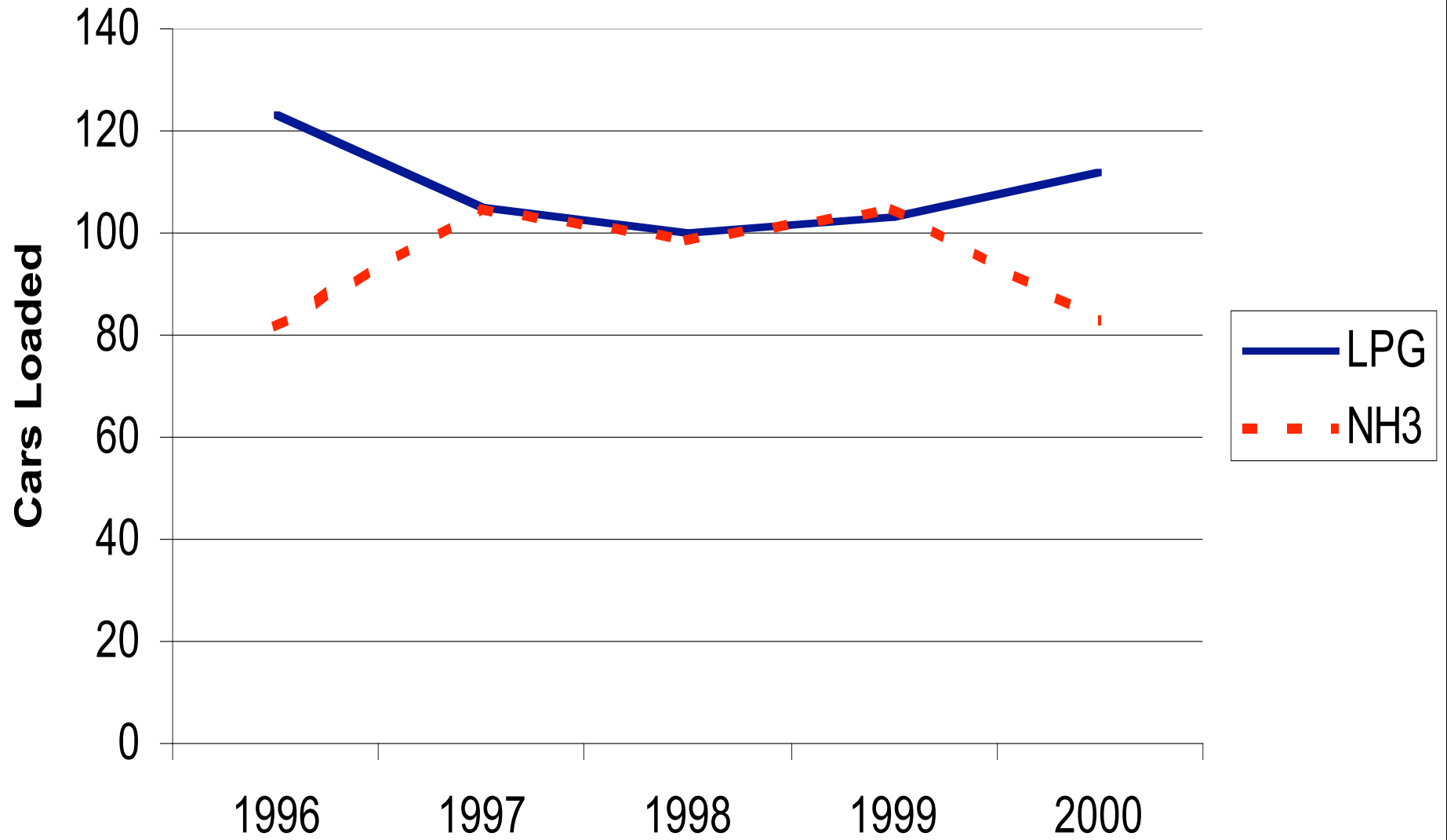
# Top 15 Non-Accident Releases 1999



# Top 15 Non-Accident Releases 2000



# 2000 NAR data estimates



## Tank Cars Involved in Non-Accident Releases

	Ammonia	Phos.Acid
1994	81	90
1995	85	46
1996	66	23
1997	81	33
1998	62	22
1999	82	14
2000	56	13

- *81% of the known sources of NAR's were due to Loose or Defective fittings.*
- *15% of the known sources of NAR's were from Pressure Relief Valves*

**In the Year 2000 there were 22,563 shipments of Phosphoric Acid with 13 reported leaking.**

**5 Broken Frangible Disk**

**1 Safety valve**

**1 Loose Blind Flange**

**1 Loose Bottom Outlet Cap**

**2 Loose Bottom Outlet Connectors**

**2 Loose Bottom Outlet Valve**

**1 Missing Bottom Outlet Gasket**

**In the Year 2000 there were 31,189 shipments of Anhydrous Ammonia with 56 reported leaking.**

- 18 Loose or missing plugs
- 11 Leaking Pressure Relief Valves
- 13 Loose or leaking Liquid or vapor valves
- 20 Loose Packing Glands
- 2 Loose Gauging Device Assemblies
- 2 Cracked sample lines and leaking valve
- 2 Thermowell leaks
- 9 Loose or broken Manway cover plates

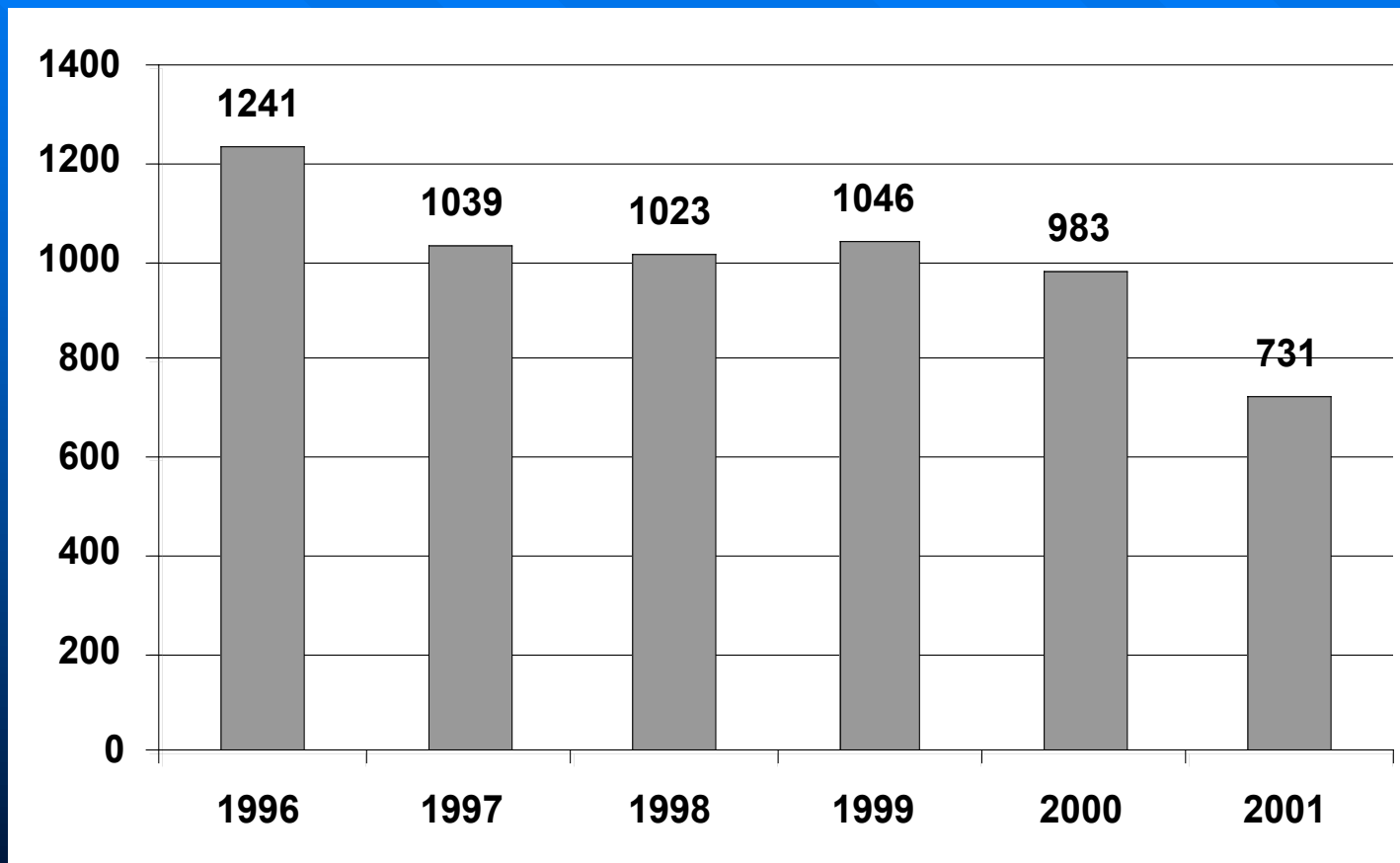


**Non-Accident Releases  
from Tank Cars  
2001  
Data Summary**

**NAR Reduction Task Force  
Alexandria, VA  
April 24, 2002**

# Tank Cars Leaking Annually

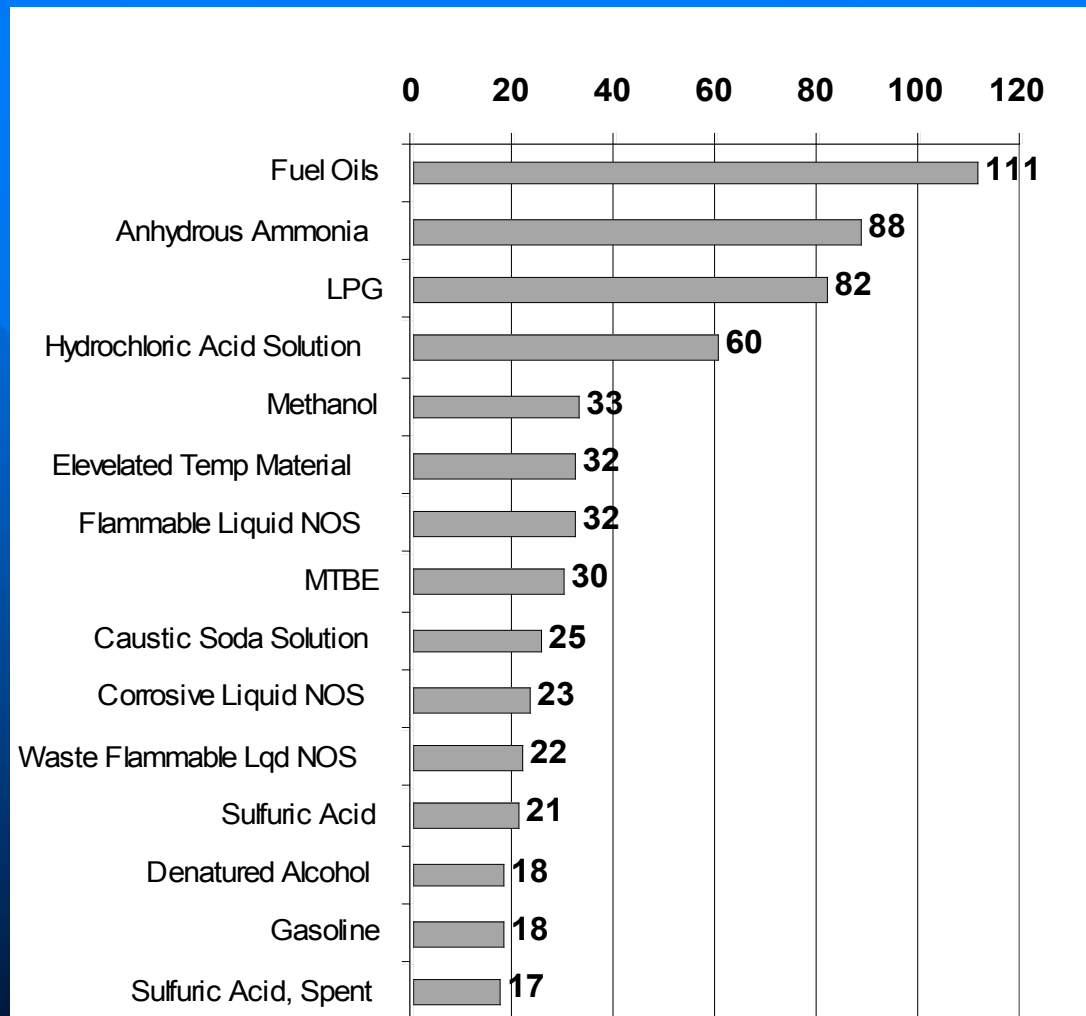
## US & Canada, Loaded & Empty

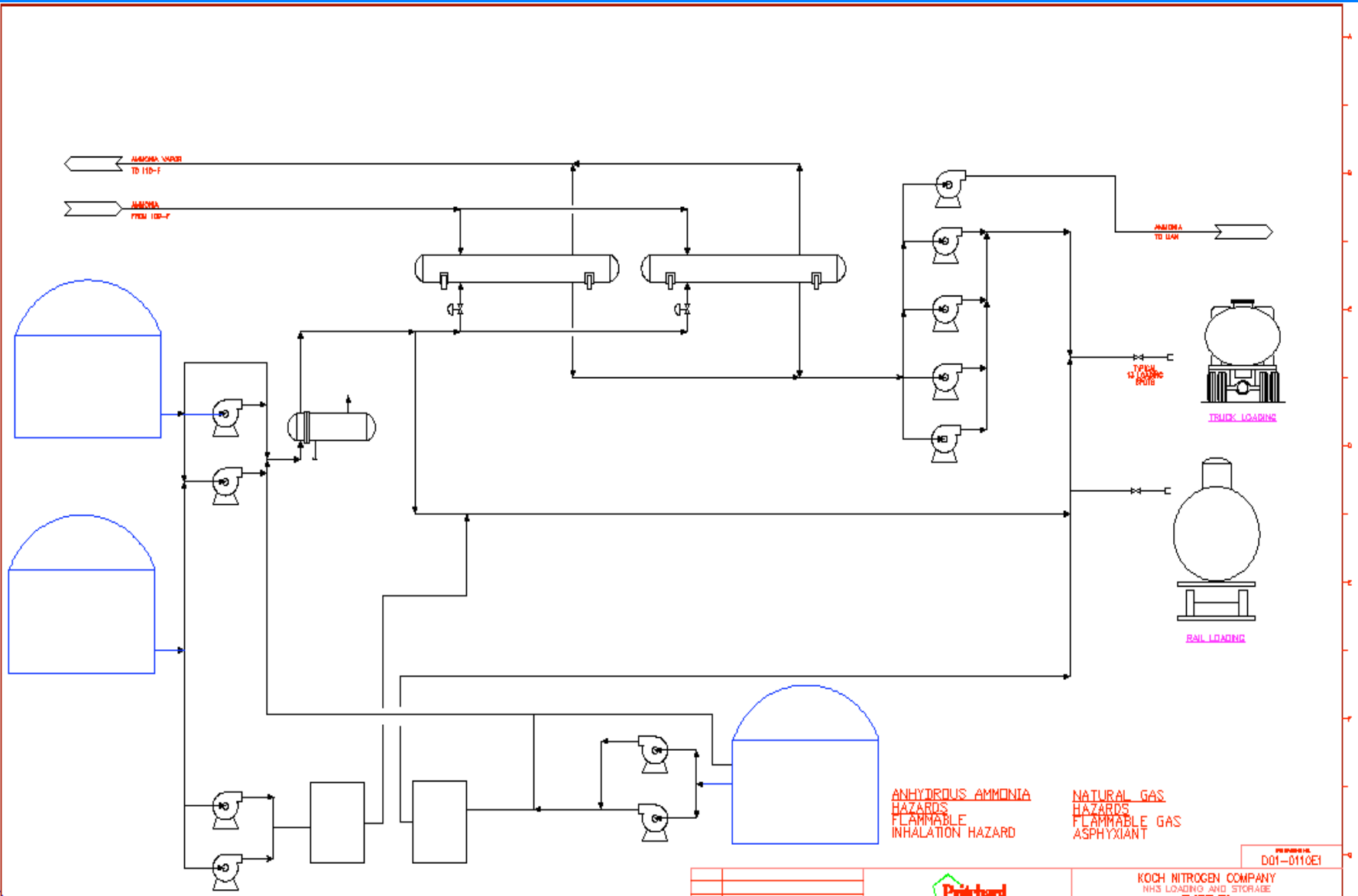


731 is a 41% decrease from the peak of 1,241

# Top 15 Commodities by 2001 NAR Frequency

U S & Canada; Loaded & Empty





ANHYDROUS AMMONIA  
HAZARDS  
FLAMMABLE  
INHALATION HAZARD

NATURAL GAS  
HAZARDS  
FLAMMABLE GAS  
ASPHYXIAN

PROCESS NO.  
D01-0110E1



KOCH NITROGEN COMPANY  
WAS LOADING AND STORAGE  
FL NOSE, GA  
PROCESS FLOW DIAGRAM  
HOT AMMONIA STORAGE

NO.	ISSUED FOR DESIGN	DATE	BY	CHECKED	DATE	BY	SCALE	DATE	BY

DESIGNED BY: S. O. GUNNERSBACH	SCALE
CHECKED BY: S. O. GUNNERSBACH	DATE
APPROVED BY: S. O. GUNNERSBACH	

NO.	DATE	BY	SCALE	DATE	BY
34222	0200	PFD-8			

11/15/10

- Hazmat employees have required training every three years for loading and unloading of ammonia.
- Some means of remote cut offs required for truck loading, smart hose, remote electronic shut off etc...
- Hoses are required to be dated and pressure checked

- Rail and truck DOT, water ways include Coast Guard regulations as well as DOT
- Security plans are required

- MII on the piping transitions between underground and surface piping, (Williams pipeline was proactively changing out just to be sure.)
- Pipeline roughly about every 10 miles pipeline comes out of the ground with remote operated valves. Fenced off area, connected to pipeline control network.

