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CITY OF TRUSSVILLE**

127 MAIN STREET
TRUSSVILLE, ALABAMA 35173

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QA
17763

August 4, 1993

FHWA Docket No. MC 92-4, Room 4232, HCC-10,
Office of the Chief Counsel,
Federal Highway Administration,
400 Seventh Street SW
Washington, DC 20590

FHWA-97-2180-8

LEOS/NEGS. DIV.
93 AUG 12 4 8:23
AD...

Re: FHWA Docket No. MC-92-4

Gentlemen,

This response to the NPRM on the above subject is respectfully submitted for your review.

Although a national permit may be needed for the more dangerous hazardous materials, We, The Utilities Board of Trussville, believe that Liquefied Natural Gas should not be included with the other commodities in the proposed regulation.

Natural Gas is commonly used in millions of homes, business's and in industrial applications with only a small number of incidents each year. Liquefied Natural Gas is the same gas except that it has been cooled to -260 degrees F.

Although this low temperature could cause problems in the event of an accident or spill it would not be as cold as liquid oxygen at -296 degrees and liquid nitrogen at -320 degrees F. which does not require a special permit to transport.

Another thing that I would like to point out is that when methane vapors (the primary component of LNG) are warmer than -177 degrees F. they are lighter than air and will rise away from a spill or leak. Gasoline, and propane (to a lesser extent) vapors tend to stay around the spill or leak and spread out so as to engulf a larger area than one might expect.

In the future there will be greater amounts of liquefied natural gas transported on our ~~nations~~ highways for motor fuels as gasoline and propane are commonly transported now. It is our contention that liquefied natural gas should be grouped with gasoline/propane or liquid oxygen/nitrogen instead of explosives, radioactive materials, radioactive wastes, and hazardous materials designated to be extremely toxic by inhalation.

Your consideration of these comments would be greatly appreciated.

Sincerely,



Andy Malone
LNG Plant Manager

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