

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C.

ISSUED: June 29, 1978

Forwarded to:

Mr. William Dempsey
CoChairman
Task Force on Rail Transportation of
Hazardous Materials
1920 L Street, N.W.
Washington, D.C. 20036

SAFETY RECOMMENDATION(S)

I-78-8

Mr. William G. Simeral
CoChairman
Task Force on Rail Transportation of
Hazardous Materials
E. I. du Pont de Nemours & Co. (Inc.)
Wilmington, Delaware 19898

On April 6, 1978, the National Transportation Safety Board concluded a 3-day public hearing on railroad derailments and the carriage of hazardous materials. ^{1/} The hearing was prompted by the increasing number of derailments nationwide, especially those involving the release of hazardous materials from DOT 112A/114A "jumbo" tank cars. Forty-nine witnesses from the railroad industry, tank car builders and operators, shippers, State and local officials, firefighters, labor representatives, and the public testified.

The evidence indicated that a safety analysis for insuring that an adequate level of safety was afforded to the public by DOT 112A/114A tank cars was not used and that the tank cars were designed and developed without benefit of an adequate safety assessment.


The Safety Board is aware of the concerns of both the railroad and chemical industries to improve hazardous materials programs to reduce the number and severity of transportation accidents. The Safety Board believes that a safety methodology using safety analysis techniques will assist in determining safety actions to be taken before institutional or regulatory approval is granted.

^{1/} For more information read, "Analysis of Proceedings of the National Transportation Safety Board into Derailments and Hazardous Materials, April 4-6, 1978," (NTSB-SEE-78-2).

Therefore, the National Transportation Safety Board recommends that the Task Force on Rail Transportation of Hazardous Materials:

Develop, for use by the Association of American Railroads, tank car builders, and shippers, procedures and methods that will assure that the best available safety analysis technology is applied to determine and control risks involved in tank car transportation of hazardous materials. (Class II, Priority Action) (I-78-8).

KING, Chairman, McADAMS, HOGUE, and DRIVER, Members, concurred in the above recommendation.


By: James B. King
Chairman