



National Transportation Safety Board

Washington, DC 20594

1967 ~ 30 Years of Transportation Safety ~ 1997

JAN 09 2001

Office of the Chairman

Honorable Kelley S. Coyner
Administrator
Research and Special Programs Administration
Washington, D.C. 20590

Dear Ms. Coyner:

The National Transportation Safety Board is reviewing its records for safety recommendations for which we have received no recent correspondence.

On March 23, 1990, the Safety Board issued Safety Recommendations I-90-8 and -9, stated below, to the Research and Special Programs Administration (RSPA). These recommendations were issued as a result of the Safety Board's investigation of the puncture of a cylinder containing a mixture of methyl bromide and chloropicrin following the overturn of a tractor/semitrailer in Collier County, Florida, on November 30, 1988.

I-90-8

Require hazardous materials cargo to be secured in transportation with adequate cargo restraint systems to prevent ejection of cargo from vehicles.

I-90-9

Require independent inspections of new and reconditioned low pressure cylinders that are consistent with the present independent inspection requirements for high pressure cylinders.

On October 4, 1995, based on information provided by RSPA in a letter dated July 28, 1995, Safety Recommendations I-90-8 and -9 were classified "Open—Unacceptable Response," pending further response. To date, the Safety Board has received no further response from the RSPA on these safety recommendations. We would appreciate learning what action has been taken since October 1995.

On November 30, 1993, the Safety Board issued Safety Recommendations I-93-1 and -2, stated below, to RSPA. These recommendations were issued as a result of the Safety Board's investigation of a leaking U.S. Department of Transportation (DOT) specification 3AA compressed gas cylinder filled with 600 pounds of poisonous anhydrous hydrogen chloride gas inside a tractor semitrailer on Interstate 35 near Des Moines, Iowa, on March 1, 1993.



I-93-1

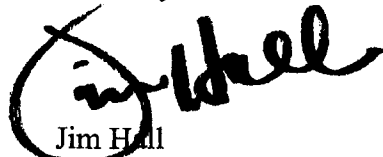
Coordinate with the Compressed Gas Association, Inc., in amending pamphlet C-6, *Standard for Visual Inspection of Compressed Gas Cylinders*, to require the use of a thread gauge, such as an L9 or equivalent, to measure the interior section neck threads for acceptance or rejection during periodic examination of cylinders that are used to transport gases with corrosive properties.

I-93-2

Prohibit the use of cylinders that do not meet the acceptance criteria for cylinder neck threads established in CGA pamphlet C-6, *Standard for Visual Inspection of Compressed Gas Cylinders*.

On March 10, 1994, based on information provided by RSPA in a letter dated February 4, 1994, Safety Recommendations I-93-1 and -2 were classified "Open—Acceptable Response," pending further response. To date, the Safety Board has received no further response from RSPA on these safety recommendations. We would appreciate learning what action has been taken since March 1994.

Sincerely,



Jim Hall
Acting Chairman

cc: Mr. Robert Clarke, Safety and Health Team Leader
Office of Transportation Policy Development