



Office of the Chairman

National Transportation Safety Board

Washington, D.C. 20594

MAR - 9 2001

Honorable Edward A. Brigham
Acting Deputy Administrator
Research and Special Programs Administration
Washington, D.C. 20590

Dear Mr. Brigham:

The National Transportation Safety Board is reviewing its records for intermodal safety recommendations for which we have had 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 Board's investigation of the puncture of a cylinder containing hazardous materials 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 in RSPA's letter of July 28, 1995, Safety Recommendations I-90-8 and -9 were classified "Open—Unacceptable Response." To date, the Safety Board has received no further information from RSPA and would appreciate learning what action has been taken to implement these safety recommendations.

On October 28, 1992, the Safety Board issued Safety Recommendations I-92-1 and -2, stated below, to RSPA. These recommendations were issued as a result of the Board's investigation of a multi-vehicle chain-reaction accident in Calhoun, Tennessee, on December 11, 1990.



I-92-1

Require that attachments to all U.S. Department of Transportation-authorized hazardous materials packagings be designed to minimize the risk of puncturing other hazardous materials packagings during an accident.

I-92-2

Revise requirements for pressure-relief venting on U.S. Department of Transportation specification 57 portable tanks used to transport dicumyl peroxide and other products with similar rapid decomposition characteristics to ensure that the pressure-relief systems prevent overpressure rupture of tanks from a rapid product decomposition reaction.

On December 9, 1998, based on information provided in RSPA's letter of August 20, 1998, Safety Recommendations I-92-1 and -2 were classified "Open—Unacceptable Response." To date, the Safety Board has received no further information from RSPA and would appreciate learning what action has been taken to implement these safety recommendations.

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 Board's investigation of a leaking U.S. Department of Transportation specification 3AA compressed gas cylinder filled with poisonous anhydrous hydrogen chloride gas inside a tractor-semitrailer 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." At that time, the Safety Board urged RSPA to continue working closely with the Compressed Gas Association (CGA) to amend pamphlet 6, and after completion of the CGA's revision, publish regulatory amendments to prohibit the use of cylinders that do not

meet the acceptance criteria for cylinder neck threads in CGA pamphlet C-6. To date, the Safety Board has received no further information from RSPA and would appreciate learning what action has been taken to implement these safety recommendations. Copies of the recommendation letters are enclosed for your convenience.

Sincerely,



Carol J. Carmody
Acting Chairman

Enclosures

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